# **NACO**matic

Effective: 23-Sep-2010 Expires: 21-Oct-2010



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# ALTERNATE MINS



### INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

ALTERNATE MINIMUMS NAME ALLENTOWN, PA

LEHIGH VALLEY INTL ...... ILS or LOC Rwy 131 RNAV (GPS) Rwy 312 VOR-A3

<sup>1</sup>ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4. <sup>2</sup>Categories A,B, 900-2; Category C, 900-234, Category D, 900-3.

<sup>3</sup>NA when local weather not available.

### ALTOONA, PA

23 SEP 2010 to 21 OCT 2010

ALTOONA-BLAIR COUNTY .....ILS or LOC Rwy 211 RNAV (GPS) Rwy 32 RNAV (GPS) Y Rwy 213

VOR-A⁴

VOR Rwy 19<sup>13</sup>

<sup>1</sup>ILS, Category D, 1100-3. LOC, Category D, 1100-3. <sup>2</sup>Categories A,B, 900-2; Category C 900-21/2;

Category D, 1200-3 3Category D. 1200-3.

<sup>4</sup>Categories A,B, 1000-2; Category C, 1000-234; Category D, 1200-3.

#### **BECKLEY. WV**

RALEIGH COUNTY

MEMORIAL ..... ILS or LOC Rwy 1912 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 1013 RNAV (GPS) Rwy 1913 RNAV (GPS) Rwy 2814 VOR Rwy 10<sup>13</sup>

<sup>1</sup>NA when local weather not available. <sup>2</sup>ILS, Categories A,B,C, 700-2; Category D,

700-21/4. LOC, Category D, 800-21/4. 3Category D, 800-21/4.

<sup>4</sup>Categories A, B, 900-2; Category C, 900-21/2; Category D, 900-234.

ALTERNATE MINIMUMS NAME **BLUEFIELD, WV** 

MERCER COUNTY .....ILS or LOC Rwy 231 RNAV (GPS) Rwy 52

RNAV (GPS) Rwy 233 VOR/DME Rwy 232 VOR Rwv 234

NA when local weather not available.

<sup>1</sup>ILS. Categories A. B. 700-2: Category C. 800-2; Category D, 800-21/4. LOC, Category D, 800-21/4.

<sup>2</sup>Category D, 800-21/4.

3Category C, 800-21/4; Category D, 800-21/2.

<sup>4</sup>Categories A, B, 1000-2; Category C, 1000-23/4; Category D, 1000-3.

#### BRADFORD, PA

BRADFORD RGNL .....ILS or LOC Rwy 321 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 VOR Rwy 14<sup>2</sup>

VOR/DME Rwv 14

23 SEP 2010 to 21 OCT 2010

NA when local weather not available. <sup>1</sup>NA when control tower closed.

<sup>2</sup>Category C, 800-21/2; Category D, 800-23/4.

#### **BUTLER, PA**

BUTLER COUNTY/K.W. SCHOLTER FIELD ...... ILS or LOC Rwy 8

RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 26

NA when local weather not available.

#### CHARLESTON, WV

YEAGER .....ILS or LOC Rwy 51 ILS or LOC Rwy 232 VOR-A3

<sup>1</sup>ILS, Categories A, B, C, D, 700-2.

<sup>2</sup>ILS, Categories A, B, C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4.

3Category D, 800-21/4.







NAME



CLARKSBURG, WV NORTH CENTRAL WEST VIRGINIA ..... ILS or LOC Rwy 2112 RNAV (GPS) Rwy 334 RNAV (GPS) Rwy 2134 VOR-A34 <sup>1</sup>NA when control tower closed. <sup>2</sup>ILS,Categories A,B,C, 800-2; Category D,

ALTERNATE MINIMUMS

900-234. LOC, Category D, 900-234.

<sup>3</sup>NA when local weather not available. 4Category D, 900-23/4.

#### COATESVILLE, PA CHESTER COUNTY

G O CARLSON .....ILS or LOC Rwy 29 RNAV (GPS) Rwy 11 RNAV (GPS) Rwv 29

NA when local weather not available.

#### DOYLESTOWN, PA

DOYLESTOWN ..... RNAV (GPS) Rwy 5 RNAV (GPS) Rwv 23 VOR Rwy 23

NA when local weather not available.

#### **DUBOIS. PA**

DUBOIS RGNL .....ILS or LOC Rwy 25 RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25 VOR/DME Rwy 7

NA when local weather not available.

#### **ELKINS, WV**

23 SEP 2010 to 21 OCT 2010

ELKINS-RANDOLPH COUNTY JENNINGS-

RANDOLPH FIELD ......LDA-C1 RNAV (GPS)-A<sup>23</sup> RNAV (GPS) Rwy 524 RNAV (GPS) Rwy 1425

RNAV (GPS) Rwy 2326 <sup>1</sup>Categories A, B, 1200-2; Category C, 1400-3;

Category D, 1500-3. <sup>2</sup>NA when local weather not available.

3Categories A, B, 1700-2; Category C, 1700-3.

<sup>4</sup>Categories A, B, 1100-2; Category C, 1300-3; Category D, 1400-3.

<sup>5</sup>Categories A, B, 1500-2; Categories C, D,

<sup>6</sup>Categories A, B, 1200-2; Category C, 1300-3; Category D, 1400-3.

NAME

ERIE, PA

ERIE INTL/TOM

RIDGE FIELD ..... ILS or LOC Rwy 612 ILS or LOC/DME Rwy 2412

NDB Rwy 6<sup>2</sup> NDB Rwy 24<sup>2</sup> RNAV (GPS) Rwy 6

ALTERNATE MINIMUMS

RNAV (GPS) Rwy 24 VOR Rwy 6 VOR/DME Rwy 24

VOR Rwy 21

NA when local weather not available. <sup>1</sup>ILS. 700-2.

<sup>2</sup>NA when control tower closed.

## FRANKLIN. PA

VENANGO RGNL .....ILS or LOC Rwy 21 RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR Rwy 3

NA when local weather not available.

### HARRISBURG, PA

CAPITAL CITY ...... ILS or LOC Rwy 812 RNAV (GPS) Rwy 812 RNAV (GPS) Rwy 2634

<sup>1</sup>Categories A, 1000-2; Category B, 1400-2; Categories C,D, 1400-3.

<sup>2</sup>NA when control tower closed.

3NA when local weather not available.

<sup>4</sup>Category A, 1200-2, Category B, 1400-2;

Categories C, D, 1400-3.

HARRISBURG INTL .....ILS or LOC Rwy 131 ILS or LOC Rwy 312 RNAV (GPS) Rwy 133 RNAV (GPS) Rwy 314 VOR Rwy 313

<sup>1</sup>Categories C,D, 700-2.

2ILS, 700-2.

3Categories A,B, 900-2; Category C, 900-21/2; Category D. 900-234.

<sup>4</sup>Category C, 800-21/4; Category D, 800-21/2.

#### HAZLETON, PA

HAZLETON MUNI ..... RNAV (GPS) Rwy 10 Category D. 900-234.

NA when local weather not available.







23 SEP 2010 to 21 OCT 2010



# ALTERNATE MINS



NAME ALTERNATE MINIMUMS JOHNSTOWN, PA JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY ......ILS or LOC Rwy 331 VOR Rwy 52 VOR Rwy 153

<sup>1</sup>ILS, Categories A,B,C, 800-2; Category D, 800-21/4. ILS. LOC. NA when control tower closed

<sup>2</sup>NA when local weather not available. 3Categories A,B, 900-2; Category C, 900-21/2; Category D, 900-23/4.

# LANCASTER, PA

LANCASTER ..... ILS or LOC Rwy 8123 RNAV (GPS) Rwy 82 RNAV (GPS) Rwy 2624 VOR/DME Rwv 3124 VOR/DME Rwv 82 VOR/DME Rwy 2624 VOR Rwy 825 VOR Rwy 314

<sup>1</sup>NA when control tower closed. <sup>2</sup>NA when local weather not available 3ILS, Category D, 700-2.

4Category D, 800-21/4. <sup>5</sup>Categories A, B, 1000-2; Categories C, D,

1000-3.

#### LATROBE, PA ARNOLD PALMER

RGNL ..... ILS or LOC Rwy 23123 RNAV (GPS) Rwy 52 RNAV (GPS) Rwy 232

NDB Rwy 2314

<sup>1</sup>NA when control tower closed. <sup>2</sup>NA when local weather not available.

3ILS,LOC, Categories A,B, 1200-2; Categories C.D. 1200-3.

<sup>4</sup>Categories A,B, 1100-2; Categories C,D, 1100-3.

#### LEWISBURG, WV

GREENBRIER VALLEY ...... ILS or LOC Rwy 4 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 VOR Rwy 4 VOR Rwv 22

NA when local weather not available. Category C, 800-21/4; Category D, 1000-3.

ALTERNATE MINIMUMS NAME

#### MARTINSBURG, WV EASTERN WEST VIRGINIA RGNL/

SHEPHERD FIELD ..... ILS or LOC Rwy 26 RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 26

VOR-A

NA when local weather not available. Category E, 1600-3.

# MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD ...... ILS or LOC Rwy 18123 RNAV (GPS) Y Rwy 1813 RNAV (GPS) Z Rwy 1834 RNAV (GPS) Rwy 3613 VOR -A35

<sup>1</sup>Category D, 900-23/4. <sup>2</sup>NA when control tower closed. <sup>3</sup>NA when local weather not available. <sup>4</sup>Category C. 800-21/4: Category D. 900-23/4. <sup>5</sup>Categories A,B, 1500-2; Categories C,D, 1500-3.

### MOUNT POCONO, PA

POCONO MOUNTAINS MUNI ...... RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31

NA when local weather not available.

#### MUIR AAF (KMUI)

FORT INDIANTOWN RNAV (GPS) -B **COPTER NDB Y-289** 

**COPTER NDB Z-289** COPTER RNAV (GPS) Rwy 25

NA when control tower closed.

#### PARKERSBURG, WV

MID-OHIO VALLEY AIRPORT ..... ILS or LOC Rwy 312 RNAV (GPS) Rwv 3 RNAV (GPS) Rwy 21 VOR Rwy 21

NA when local weather not available.

<sup>1</sup>NA when control tower is closed.

<sup>2</sup>Category D. 700-2.









66	_
NAME ALTERNATE MINIMUMS PHILADELPHIA, PA  NORTHEAST PHILADELPHIA ILS or LOC Rwy 24 <sup>12</sup> LOC BC Rwy 6 <sup>12</sup> RNAV (GPS) Rwy 6 <sup>2</sup> RNAV (GPS) Rwy 15 <sup>2</sup> RNAV (GPS) Rwy 24 <sup>2</sup> RNAV (GPS) Rwy 32 <sup>2</sup> VOR Rwy 6 <sup>12</sup> VOR Rwy 24 <sup>12</sup> 1NA when control tower closed.	NAME ALTERNATE MINIMUMS POINT PLEASANT, WV  MASON COUNTY
<sup>2</sup> NA when local weather not available.	NA WHEIT local weather flot available.
PHILADELPHIA INTLILS PRM Rwy 26¹ ILS PRM Rwy 27L² ILS or LOC Rwy 9L³ ILS or LOC Rwy 9L³ ILS or LOC Rwy 17³ ILS Rwy 26⁵ ILS or LOC Rwy 27L⁵ ILS or LOC Rwy 27T° RNAV (GPS) Rwy 27R³ ¹ILS, Categories A, B, C, 700-2. LOC, NA. ²ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.	READING, PA  READING RGNL/CARL A.  SPAATZ FIELD
<sup>4</sup> ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.	PENN VALLEY RNAV (GPS) Rwy 17 VOR-A
*ILS, Categories A, B, C, 700-2.  *ILS, 700-2.  *ILS, Categories B, C, D, 700-2.  *Category D, 800-2½.	NA when local weather not available. Categories A, B, 1000-2.  STATE COLLEGE, PA
WINGS FIELD RNAV (GPS) Rwy 6	UNIVERSITY PARKILS or LOC Rwy 24 RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24 NA when local weather not available.	RNAV (ĠPS) Rwy 24 VOR-B¹
PITTSBURGH, PA ALLEGHENY COUNTYVOR-A NA when local weather not available.	NA when local weather not available. <sup>1</sup> Categories A, B, 1500-2; Categories C, D, 1500-3.
TYA WITCH TOTAL WEALTER HOL AVAILABLE.	SUTTON, WV
PITTSBURGH INTLILS Rwy 10L1	BRAXTON COUNTY RNAV (GPS) Rwy 11

ILS or LOC Rwy 10R1 ILS or LOC Rwy 28L1 ILS or LOC Rwy 28R1 ILS or LOC Rwy 321 RNAV (RNP) Z Rwy 10R<sup>2</sup>

<sup>1</sup>ILS, Category E, 700-21/4. LOC, Category E, 800-21/4.

<sup>2</sup>Categories A, B, C, D, 800-21/4.

RNAV (GPS) Rwy 192 NA when local weather not available. <sup>1</sup>Categories A,B, 1000-2;Category C, 1000-23/4.

<sup>2</sup>Category B, 900-2; Category C 1000-23/4.

#### WASHINGTON, PA

WASHINGTON COUNTY . RNAV (GPS) Rwy 91 RNAV (GPS) Rwy 272

NA when local weather not available.

<sup>1</sup>Category D, 900-23/4.

<sup>2</sup>Category C, 800-21/4, Category D, 900-23/4.







NAME ALTERNATE MINIMUMS WHEELING, WV WHEELING OHIO COUNTY .....ILS or LOC Rwy 31 RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 21 RNAV (GPS) Rwy 34 VOR Rwy 21 Category D, 800-21/4. NA when local weather not available. <sup>1</sup>NA when control tower closed.

### WILKES-BARRE-SCRANTON, PA

WILKES-BARRE-SCRANTON

INTL ..... ILS or LOC/DME Rwy 41

ILS or LOC/DME Rwy 221 NDB or GPS-A<sup>2</sup>

RNAV (GPS) Rwy 41

RNAV (GPS) Rwy 221

<sup>1</sup>Category A, 900-2; Category B, 1000-2;

Category C, 1000-3; Category D, 1300-3.

<sup>2</sup>Categories A,B, 1100-2; Category C, 1100-3;

Category D, 1400-3.

#### YORK, PA

YORK ...... RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 NA when local weather not available. Category C, 800-21/4; Category D, 800-21/2.

#### ZELIENOPLE. PA

23 SEP 2010 to 21 OCT 2010

ZELIENOPLE MUNI ...... RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35

NA when local weather not available.





09183

23 SEP 2010 to 21 OCT 2010

## RADAR INSTRUMENT APPROACH MINIMUMS

# HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA)

ELEV 828

TRI STATE/MILTON J. FERGUSON FIELD

RADAR-1 119.75 270.1 😿

		•			HAT/			HAT/		
				DA/	HAT	1/	DA/ HATh/		1	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	<b>CEIL-VIS</b>	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	21		AB	<b>1260</b> -1	432	(500-1)	С	1260-11/4	432	$(500-1\frac{1}{4})$
			D	1260-11/2	432	$(500-1\frac{1}{2})$				
	3		AB	1240-1	412	(500-1)	CD	1240-11/4	412	$(500-1\frac{1}{4})$
	12		AB	1340/24	512	(600-1/2)	С	<b>1340</b> /50	512	(600-1)
			D	1340/60	512	(600-11/4)				
	30		AB	1300-1	472	(500-1)	С	1300-11/4	472	(500-11/4)
			D	1300-11/2	472	$(500-1\frac{1}{2})$				
CIR			AB	1340-1	512	(600-1)	С	1340-11/2	512	$(600-1\frac{1}{2})$
			D	<b>1420</b> -2	592	(600-2)				
When	When VGSI inop, straight-in/circling Rwy 3 NA at night.									

## WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

**ELEV 358** 

HAT

RADAR<sup>9</sup>- (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x  $\nabla$ 

				DH/	HAT/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR	15 <sup>17</sup>	3.25°/60/893	ABCDE	<b>524</b> -½	200	(200-1/2)
	33 <sup>2</sup>	3.0°/45/919	AB	558-1/2	200	(200-1/2)
			CDE	558-3/4	200	(200-3/4)
PAR						,
W/O GS	15 <sup>38</sup>		ABCD	720-3/4	396	(400-3/4)
			E	<b>720</b> -1	396	(400-1)
	334		ABCDE	<b>640</b> -1	282	(300-1)
ASR	33⁵		ABC	720-¾	362	(400-3/4)
			DE	<b>720</b> -1	362	(400-1)
	15 <sup>68</sup>		ABC	800-¾	476	(500-3/4)
			D	<b>800</b> -1	476	(500-1)
			E	800-11/4	476	(500-11/4)
CIR ASR	All Rwy		Α	<b>800</b> -1	442	(500-1)
			В	<b>960</b> -1	602	(700-1)
			С	960-13/4	602	$(700-1\frac{3}{4})$
			D	<b>960</b> -2	602	(700-2)
			E	960-21/4	602	(700-21/4)
CIR						
PAR W/O GS	All Rwy		Α	800-11/4	442	(500-11/4)
			В	960-11/4	602	(700-11/4)
			С	960-1¾	602	(700-1¾)
			D	<b>960</b> -2	602	(700-2)
			E	960-21/4	602	$(700-2\frac{1}{4})$

¹When ALS inop, increase vis CAT ABCDE to ¾ mile. ²When ALS inop, increase vis CAT AB to ¾ mile. ³When ALS inop, increase vis CAT ABCD to 1½ miles, CAT E to 1½ miles. ⁴When ALS inop, increase vis CAT ABCDE to 1½ miles. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1½ miles. ⁵When ALS inop, increase vis CAT BC to 1 mile, CAT DE to 1½ miles, CAT E to 1¾ miles. ⁻GS exceeds DoD std. ³34:1 visual area penetrated. ⁵No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

NE-4

# RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

INSTRUMENT APPROACH PROCEDURE CHARTS

# $lue{lue}$ IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

23 SEP 2010 to 21 OCT 2010

#### TAKE-OFF MINIMUMS

#### ALLENTOWN, PA

#### ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: Rwy 7,800-2 or std. with a min. climb of 280' per NM to 1600. Rwv 15, not authorized. DEPARTURE PROCEDURE: Rwy7, climb runway heading to 2200 before proceeding on course. Rwy 25, climbing right turn to assigned altitude direct ETX VOR/ DME. Rwy 33, climbing left turn to assigned altitude direct ETX VOR/DME.

#### LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: Rwy 13, 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: Rwy 13, climb runway heading to 1600 before proceeding on course. Rwy 24, climb runway heading to 1600 before proceeding southbound on course.

#### NAME TAKE-OFF MINIMUMS ALTOONA, PA

#### ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: Rwy 3, 300-1 or std. with a min. climb of 260' per NM to 1700. Rwv 12. NA-Obstacles. Rwy 21, std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. Rwy 30, std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: Rwy 3, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. Rwy 21, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. Rwy 30, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding

NOTE: Rwy 3, numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. Rwy 21, multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.



#### BEAVER FALLS. PA

BEAVER COUNTY

TAKE-OFF MINIMUMS: Rwvs 10.28.300-1.

#### **BECKLEY, WV**

#### RALEIGH COUNTY MEMORIAL

TAKE-OFF MINIMUMS: Rwy 10, 400-1 or std. with a min. climb of 350' per NM to 4000. Rwy 19, 400-1 or std. with a min. climb of 250' per NM to 4000. Rwy 28, 300-1 or std. with a min. climb of 250'per NM to 4000.

DEPARTURE PROCEDURE: Rwy 1, climb to 5000 via 350° heading before proceeding on course. Rwy 10, immediate climbing left turn to 5000 via 350° heading before proceeding on course. Rwy 19, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. Rwy 28, climbing right turn to 5000 via 320° heading before proceeding on

NOTE: Rwy 10, 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. Rwy 19, 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. Rwy 28, 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

#### BEDFORD, PA

#### BEDFORD COUNTY

TAKE-OFF MINIMUMS: Rwy 14, 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. Rwy 32, 1500-3 or std. with a min. climb gradient of 300' per NM

DEPARTURE PROCEDURE: Rwy 14, climb to 4000 before turning on course. Rwy 32, climb to 4100 before turning on course.

#### BELLEFONTE, PA

#### BELL FEONTE

23 SEP 2010 to 21 OCT 2010

TAKE-OFF MINIMUMS: Rwys 7,25 1000-2. DEPARTURE PROCEDURE: Rwy 7, climb to 2600 on heading 075° before proceeding on course. Rwy 25, climb to 2600 on heading 235° before proceeding on course.

#### BERKELEY SPRINGS. WV

#### POTOMAC AIRPARK

TAKE-OFF MINIMUMS: Rwys 11,29, 1900-2 or std. with a min. climb of 400' per NM to 2600. DEPARTURE PROCEDURE: Rwy 11, climb to 4000 via

heading 095° and HGR R-275 to HGR VOR before proceeding on course. Rwy 29, climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

#### **BLOOMSBURG, PA**

#### **BLOOMSBURG MUNI**

TAKE-OFF MINIMUMS: Rwy 8, 700-1. Rwy 26, 1100-1. DEPARTURE PROCEDURE: Rwys 8, 26, climb runway heading to 1800, before proceeding on course.

#### BLUEFIELD, WV

## MERCER COUNTY (BLF)

AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: Rwy 23, 400-214 or std. with a min. climb of 238' per NM to 3300.

DEPARTURE PROCEDURE: Rwy 5, climb heading 049° to 3900 before turning south. Rwy 23, climbing right turn via BLF R-270 to 4500 before proceeding on

NOTE: Rwy 5, trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939'MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. Rwy 23, trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

#### BRADFORD, PA

BRADFORD RGNL

NOTE: Rwv 5, fence 448' from departure end of runway. 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/ 2226' MSL. Rwy 14, trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/ 2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. Rwy 23, trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. Rwy 32, trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

#### **BUCKHANNON.WV**

UPSHUR COUNTY RGNL

TAKE-OFF MINIMUMS: Rwy 29, 400-11/4 or std. with a min. climb of 420' per NM to 2100.

DEPARTURE PROCEDURE: Rwy 11, climb via heading 105° to 2300 before proceeding on course.

NOTE: Rwy 11, trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. Rwy 29, trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959'

#### **BUTLER, PA**

BUTLER COUNTY/K.W. SCHOLTER FIELD

AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, 300-1 or std. w/ min. climb of 447' per NM to 1600.

NOTE: Rwy 8, pole and trees beginning 15' from DER, 4' left of centerline, up to 97' AGL/1346' MSL. Pole and trees beginning 18' from DER, 10' right of centerline, up to 95' AGL/1394' MSL. Trees 4254' from DER, 1555' right of centerline, up to 129' AGL/1488' MSL. Rwy 26, poles and trees beginning 1001' from DER, 282' left of centerline, up to 91' AGL/1310' MSL, Trees beginning 1638' from DER, 32' right of centerline, up to 95' AGL/ 1314'MSL.

#### CARLISLE, PA

**CARLISLE** 

TAKE-OFF MINIMUMS: Rwy 10, 300-1. DEPARTURE PROCEDURE: Rwys 10, 28, climb straight ahead to 1000' before turning on course.

#### CHAMBERSBURG, PA

FRANKLIN COUNTY RGNL

TAKE-OFF MINIMUMS: Rwv 24, 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: Rwys 6, 24, climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

#### CHARLESTON, WV

23 SEP 2010 to 21 OCT 2010

YEAGER (CRW)

AMDT 8 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 5, 400-21/4 or std. w/min. climb of 240' per NM to 1400. Rwy 15, std. w/min. climb of 444' per NM to 1400 or 1000-21/2 for climb in visual conditions. Rwy 23, 300-1 or std. w/min. climb of 399 per NM to 1400. Rwy 33, 400-2 or std. w/min. climb of 381' per NM to 1400.

DEPARTURE PROCEDURE: Rwy 15, for climb in visual conditions: cross Yeager Airport at or above 1800 before proceeding on course. Rwy 23, climb heading 233° to 1400 before turning left.

NOTE: Rwy 5, trees beginning 3783' from DER, 734' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 4349' from DER, 1057' right of centerline, up to 100' AGL/1062' MSL. Trees and tower 1.8 NM from DER, 467' left of centerline, up to 184' AGL/1235' MSL. Rwy 15, terrain beginning at DER, 412' right of centerline, 1059' MSL. Bush and trees beginning 44' from DER, 207' left of centerline, up to 93' AGL/1132 MSL. Trees beginning 304' from DER, 177' right of centerline, up to 100' AGL/1139' AGL. Pole, building, and trees beginning 2766' from DER, 134' left of centerline, up to 114' AGL/1226' MSL. Trees beginning 1.54 NM from DER, 1158' right of centerline, up to 113' AGL/1233' MSL. Rwy 23, Obstruction light on pole 4072' from DER, 875' left of centerline, 30' AGL/1150' MSL. Rwy 33, trees beginning 26' from DER, 120' right of centerline, up to 37' AGL/1016' MSL. Trees beginning 44' from DER, 235' left of centerline, up to 92' AGL/951' MSL. Dome and pole beginning 1.2 NM from DER, up to 91' AGL/1266' MSL. Tree 1.5 NM from DER, 2309' left of centerline, 77' AGL/1177' MSL.

#### CLARION, PA

CLARION COUNTY

TAKE-OFF MINIMUMS: Rwy 24, 200-11/2 or std. w/min. climb of 211' per NM to 1700.

NOTE: Rwy 6, multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL. Rwy 24, multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.

#### CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA (CKB) AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 3, 300-2 or std. w/a min. climb of 416' per NM to 1600. Rwy 21, 400-21/2 or std. w/min. climb of 467' per NM to 1600.

DEPARTURE PROCEDURE: Rwy 3, climb heading 031° to 2000 before proceeding on course. Rwy 21, climb heading 211° to 1800 before proceeding on course.

NOTE: Rwy 3, fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. Rwy 21, trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/ 1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.

#### CLEARFIELD. PA

#### CLEARFIELD-LAWRENCE

TAKE-OFF MINIMUMS: Rwv 12, 600-2 or std, with a min climb of 240' per NM to 2200'. Rwy 30, 1500-3 or std. with a min. climb of 340' per NM to 3300.

NOTE: Rwy 12, cross departure end of runway at or above 35' AGL/1548' MSL. Rwy 30, cross departure end of runway at or above 35' AGL/1550' MSL.



# $\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### COATESVILLE, PA

CHESTER COUNTY G. O. CARLSON (MQS) ORIG 08213 (FAA)

NOTE: Rwy 11, tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. Rwy 29, tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.

#### COLLEGEVILLE, PA

PERKIOMEN VALLEY (N10)

ORIG-A 10014 (FAA)

TAKE-OFF MINIMUMS: Procedure NA at night. NOTE: Rwy 9, multiple trees beginning 386' from DER, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from DER, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from DER, 98' left of centerline, up to 150'AGL/400' MSL. Rwy 27, multiple trees beginning 104' from DER, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from DER, 42' left of centerline, up to 100' AGL/317' MSL.

#### CONNELLSVILLE, PA

JOSEPH A. HARDY CONNELLSVILLE

TAKE-OFF MINIMUMS: Rwy 14, 1100-2. Night NA. DEPARTURE PROCEDURE: Rwys 5,23,32, climb runway heading to 3000 before proceeding on course. Rwy 14, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

#### CORRY, PA

23 SEP 2010 to 21 OCT 2010

CORRY-LAWRENCE (8G2) ORIG 09127 (FAA)

NOTE: Rwy 14, trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. Rwy 32, trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

#### DOYLESTOWN, PA

DOYLESTOWN

NOTE: Rwy 5, terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL. Rwy 23, terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

#### **DUBOIS.PA**

DUBOIS RGNL (DUJ) AMDT 2 10154 (FAA)

NOTE: Rwy 7, wind sock 31' from DER, 452' left of centerline, 29' AGL/1834' MSL. Tree 1608' from DER, 698' right of centerline, up to 99' AGL/1859' MSL. Rwy 25, wind sock and trees beginning 97' from DER, 300' right of centerline, up to 74' AGL/1854' MSL. Buildings and trees beginning 164' from DER, 254' left of centerline, up to 92' AGL/1872' MSL.

#### EAST STROUDSBURG, PA

STROUDSBOURG-POCONO

TAKE-OFF MINIMUMS: Rwys 8, 26, 700-1. DEPARTURE PROCEDURE: Rwys 8, 26, climb visually to 1180 within 2 miles of airport before proceeding as

#### EASTON, PA

BRADEN AIRPARK

TAKE-OFF MINIMUMS: Rwy 18, 600-1. Rwy 36, 400-1. DEPARTURE PROCEDURE: IFR Departure authorized Rwys18,36 only.

#### EBENSBURG, PA

EBENSBURG (9G8)

AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, 300-11/2 or std. w/min. climb of 350' per NM to 2500.

NOTE: Rwy 25, numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. Rwy7, numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/ 2389' MSL, Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

#### **ELKINS, WV**

**ELKINS-RANDOLPH COUNTY-JENNINGS** RANDOLPH FIELD

centerline, 105' AGL/2331' MSL.

TAKE-OFF MINIMUMS: Rwys 5, 14, 32, NA-obstacles. Rwy 23, 1800-2 or std. with a min. climb of 360' per NM

DEPARTURE PROCEDURE: Rwv 23, climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors. NOTE: Rwy 23, OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL. Trees 10,130' from departure end of runway, 700' left of

#### ERIE. PA

ERIE INTL/TOM RIDGE FIELD (ERI)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: Rwy 20, 300-134 or std. w/min. climb of 314' per NM to 1100

DEPARTURE PROCEDURE: Rwy 2, climb heading 018° to 1300 before turning right. Rwy 6, climb heading 062° to 1900 before turning right. Rwy 20, climb

heading 198° to 1700 before turning left. Rwy 24, climb heading 242° to 1400 before turning left. NOTE: Rwy 2, vehicles on road and trees beginning 30'

from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL, Rwv 6, vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. Rwy 20, railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. Rwy 24, railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right

#### **FACTORYVILLE, PA**

of centerline, up to 87'AGL/826' MSL.

SEAMANS FIELD (9N3)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 400-21/2 or std. w/min. climb of 221' per NM to 1700. DEPARTURE PROCEDURE: Rwy 4, climb heading

036° to 1700 before proceeding on course. Rwy 22, climb heading 216° to 2900 before proceeding on

NOTE: Rwy 4, trees beginning 1134' from departure end of runway, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from departure end of runway, 774' left of centerline, up to 100' AGL/1499' MSL.

#### FAIRMONT, WV

FAIRMONT MUNI-FRANKMAN FIELD (4G7) AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: Rwy 5, 500-234 or std. w/min. climb of 420' per NM to 1800. Rwy 23, 500-23/4 w/min. climb of 270' per NM to 1900 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 5, climb heading 045° to 1800 before proceeding on course. Rwy 23, climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.

NOTE: Rwy 5, tree 1739' from DER, 831' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from DER, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from DER, 620' left of centerline, 78' AGL/1057' MSL. Rwy 23, multiple trees beginning 493' from DER, 77' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees, and rising terrain beginning 814' from DER, 338' left of centerline, up to 200' AGL/1438' MSL.

#### FRANKLIN. PA

VENANGO RGNL

DEPARTURE PROCEDURE: Rwv 3. climb via heading 027° to 2000 before proceeding on course. Rwy 12, climb via heading 116° to 2000 before proceeding on course. Rwy 21, climb via heading 207° to 2000 before proceeding on course. Rwy 30, climb via heading 296° to 2000 before proceeding on course.

NOTES: Rwy 3, tree 638' from departure end of runway, 528' right of centerline, 34' AGL/1553' MSL. Tree 2547' from departure end of runway, 697' right of centerline, 78' AGL/1597' MSL. Rwy 12, tank 1027' from departure end of runway, 660' left of centerline, 92' AGL/1612' MSL. Tree 1123' from departure end of runway, 504' left of centerline, 81' AGL/1600' MSL. Tree 800' from departure end of runway, 369' right of centerline, 71' AGL/1571 MSL. Rwy 21, multiple trees beginning 573 from departure end of runway, 191' to 679' right of centerline, up to 81' AGL/1599' MSL. Multiple trees beginning 264' from departure end of runway, 326' to 749' left of centerline, up to 68' AGL/1597 MSL. Sign 2474' from departure end of runway, 30' right of centerline, 94' AGL/1606' MSL. Rwy 21, pole 1295' from departure end of runway, 530' left of centerline, 47' AGL/ 1567' MSL.

#### GETTYSBURG, PA

GETTYSBURG RGNL (W05)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: Rwy 6, NA, obstacles. Rwy 24, std. w/min. climb of 310' per NM to 1900, or 1300-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 24, climb heading 241° to 1900 before proceeding on course, or for climb in visual conditions cross Gettysburg Rgnl airport at or above 1700 before proceeding on course.

NOTE: Rwy 24, vehicle on road 350' from DER, 61' left of centerline 17' AGL/576' MSL. Trees beginning 273' from DER, 214' right of centerline, up to 100' AGL/639' MSL.

#### **GROVE CITY, PA**

**GROVE CITY (29D)** AMDT 3 08045 (FAA)

> TAKE-OFF MINIMUMS: Rwy 10, 300-11/2 or std. w/min. climb of 265' per NM to 1600. Rwy 28, 300-1 or std. w/ min, climb of 416' per NM to 1600.

> NOTES: Rwy 10, Multiple trees beginning 264' from departure end of runway, 43' left of centerline, up to 79' AGL/1388' MSL. Multiple buildings beginning 136' from departure end of runway, 490' right of centerline, up to 30' AGL/1332' MSL. Interchange 903' from departure end of runway, 707' right of centerline, up to 59' AGL/ 1348' MSL. Landfill 1.2 NM from departure end of runway, 702' right of centerline, 140' AGL/1476' MSL. Rwy 28, Multiple trees beginning 331' from departure end of runway, 71' right of centerline, up to 100' AGL/ 1509' MSL. Multiple trees beginning 666' from departure end of runway, 375' left of centerline, up to 100' AGL/1509' MSL. Multiple powerlines beginning 381' from departure end of runway, 2' left of centerline, up to 60' AGL/1469' MSL. Multiple powerlines beginning 1782' from departure end of runway, 48' right of centerline, up to 60' AGL/1449' MSL. .



HARRISBURG, PA CAPITAL CITY

TAKE-OFF MINIMUMS: Rwy 8, 300-1 or std. with a min. climb of 275' per NM to 700. Rwv 12, 800-1 or std, with a min, climb of 380' per NM to 1400. Rwy 26, 400-1 or std. with a min. climb of 300' per NM to 800. Rwy 30, 300-1 or std. with a min. climb of 460' per NM to 700. DEPARTURE PROCEDURE: Rwy 8, climb via heading 082° to 1100 before proceeding on course. Rwv 12. climb via heading 128° to 1400 before proceeding on course, Rwv 26, climb via heading 262° to 1400 before proceeding on course. Rwy 30, climb via heading 308° to 1500 before proceeding on course.

NOTE: Rwy 8, tree 8315' from departure end of runway, 945' left of centerline, 90' AGL/598' MSL. Tree 8306' from departure end of runway, 946' left of centerline, 90' AGL/594' MSL. Rwy 12, flagpole 1559' from departure end of runway, 689' left of centerline, 72' AGL/452' MSL. Numerous trees 930' from departure end of runway, left and right of centerline, 90' AGL/435' MSL. Rwy 26, numerous trees 8230' from departure end of runway, left and right of centerline, 90' AGL/690' MSL. Rwy 30, tree 5546' from departure end of runway, on centerline, 90' AGL/580' MSL. Numerous trees 4005' from departure end of runway, left and right of centerline, 90' AGL/555' MSL. Tree 297' from departure end of runway, 540' left of centerline, 90' AGL/404' MSL. Tree 3136' from departure end of runway, 1283' left of centerline, 90' AGL/541'MSL.

#### HARRISBURG INTL (MDT) AMDT 8 09323 (FAA)

TAKE-OFF MINIMUMS: Rwy 13, 300-21/4 or std. w/min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: Rwv 13. climb heading 128° to 1700 before proceeding on course. Rwy 31, climb heading 308° to 1900 before proceeding on course

NOTE: Rwy 13, trees beginning 1468' from DER, 459' left of centerline, up to 81' AGL/595' MSL, Trees beginning 3058' from DER, 733' right of centerline, up to 100' AGL/576' MSL. Poles and buildings beginning 1.36 NM from DER, 157' right of centerline, up to 33' AGL/548' MSL. Towers 1.82 NM from DER, 3168' left of centerline, 148' AGL/598' MSL. Rwv 31, levee at DER. 351' left of centerline, up to 15' AGL/311' MSL. Light on localizer antenna 300' from DER, on centerline, 30' AGL/311'MSL. Trees beginning 380' from DER, 56' left of centerline, up to 34' AGL/323' MSL. Antennas, poles, and buildings beginning 247' from DER, 247' right of centerline, up to 72' AGL/371' MSL.

#### HAZLETON, PA

HAZLETON MUNI

TAKE-OFF MINIMUMS: Rwys 10,28,300-1. DEPARTURE PROCEDURE: Rwys 10, 28 climb runway heading 2200 before turning on course.

#### HONESDALE, PA

CHERRY RIDGE (N30)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: Rwy 18, 500-2½ or std. w/min. climb of 210' per NM to 1800, or alternatively, with standard take-off minimums and a normal 200 / NM climb gradient, take-off must occur no later than 1400' prior to DER. Rwy 36, 500-23/4 or std. w/min. climb of 642' per NM to 1900

DEPARTURE PROCEDURE: Rwy 18, climb heading 180° to 1800 before turning right.

NOTE: Rwv 18, tree 3' from DER, 358' right of centerline, 100' AGL/1419' MSL. Rwy 36, trees beginning 1' from DER, 500' left of centerline, up to 100' AGL/1439 MSL.

#### **HUNTINGTON. WV**

TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: Rwy 3, climb heading 024° to 1500 before turning right. Rwy 30, climb heading 313° to 1800 before turning left.

NOTE: Rwy 3, multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL, Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/ 967' MSL. Rwy 12, tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. Rwy 21, multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/ 926' MSL. Rwy 30, multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

#### INDIANA, PA

INDIANA COUNTY-JIMMY STEWART FIELD TAKE-OFF MINIMUMS: Rwy 10, 600-1. Rwy 28, 300-1. DEPARTURE PROCEDURE: Rwy 10, climb runway heading to 2300 before proceeding on course.

#### JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)

AMDT 4 08269 (FAA)

NOTE: Rwy 5, trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. Rwy 23, trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. Rwy 33, trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.



# $\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10266

#### LANCASTER, PA

LANCASTER (LNS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, 300-11/4 or std. w/min. climb of 301' per NM to 700.

Rwy 31, 300-1½ or std. w/ min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and anormal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 077° to 800 before turning left.

NOTE: Rwy 8, silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL, Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. Rwy 13, trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. Rwy 26, vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797 right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. Rwy 31, trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL, Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

#### LATROBE, PA

23 SEP 2010 to 21 OCT 2010

ARNOLD PALMER RGNL

TAKE-OFF MINIMUMS: Rwys 21,23,300-1. DEPARTURE PROCEDURE: Rwys 3,5, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. Rwys 21,23, climb to 4000 via BHU 233° bearing.

#### LEHIGHTON, PA

JAKE ARNER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26**, 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course. **Rwy 26**, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

#### LEWISBURG, WV

GREENBRIER VALLEY (LWB)

AMDT 4 09239 (FAA)

DEPARTURE PROCEDURE: Rwy 4, climb heading 043° to 3300 before proceeding on course. Rwy 22, climb heading 223° to 3100 before proceeding on course.

NOTE: Rwy 4, tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. Rwy 22, trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

#### LOCK HAVEN, PA

WILLIAM T. PIPER MEMORIAL

TAKE-OFF MINIMUMS: Rwys 9L, 9R, NA-obstacles. Rwy 27L, NA-ATC. Rwy 27R, std. w/a min. climb of 393 'per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R**, climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: Rwy 27R, multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

# LOGAN, WV

LOGAN COUNTY

TAKE-OFF MINIMUMS: Rwy 24, 400-1.
DEPARTURE PROCEDURE: Rwy 6, climb runway heading to 3000 before proceeding on course.
Rwy 24, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24**, 148' AGL trees 1500' from departure end ofrunway.

#### MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FIELD (MRB) AMDT 6 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 079° to 1300 before proceeding on course. **Rwy 26**, climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: Rwy 8, trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. Rwy 26, trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/594' MSL.

#### MEADVILLE, PA

PORT MEADVILLE (GKJ)

AMDT 4 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 069° to 2000 before proceeding on course.

NOTE: Rwy7, pole and trees beginning 30' from DER, 128' left of centerline, up to 86' AGL/1465' MSL. Terrain and trees beginning 58' from DER, 174' right of centerline, up to 96' AGL/1455' MSL. Rwy25, trees beginning 33' from DER, 41' left of centerline, up to 90' AGL/1449' MSL. Trees beginning 51' from DER, 17' right of centerline, up to 106' AGL/1455' MSL.

## MIFFLINTOWN, PA

#### **MIFFLINTOWN**

TAKE-OFF MINIMUMS: Rwv 8, std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. Rwy 26, NA-obstacles.

DEPARTURE PROCEDURE: Rwy 8, climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: Rwy 8, multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/ 759' MSL.

#### MILTON, WV

#### ONA AIRPARK (12V)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: Rwys 7, 25, 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 7, 25, Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: Rwy7, trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539 left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556 right of centerline, up to 100' AGL/1199' MSL. Rwy 25, trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.

#### MONONGAHELA, PA

#### ROSTRAVER

23 SEP 2010 to 21 OCT 2010

TAKE-OFF MINIMUMS: Rwy 26, 300-1 or std. with a min, climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: Rwy 8, Climb via heading 076° to 1900 before proceeding on course.

NOTES: Rwy 8, tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. Rwy 26, tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390'MSL.

#### MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART

TAKE-OFF MINIMUMS: Rwy 5, 400-1. Rwy 23, 600-1. DEPARTURE PROCEDURE: Rwy 5, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. Rwy 18, climbing right turn to to 2700 via heading 225° before proceeding on course, Rwv 23, climbing left turn to 2700 via heading 190° before proceeding on course. Rwy 36, climb runway heading to 2700 before proceeding on course.

#### MOUNDSVILLE, WV

MARSHALL COUNTY

TAKE-OFF MINIMUMS: Rwy 6,500-2 or std. with a min. climb of 210' per NM to 1900. Rwy 24, 300-2 or std. with a min climb of 230' per NM to 1600.

#### MOUNT JOY/MARIETTA, PA

DONEGAL SPRINGS AIRPARK (N71)

AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: Rwy 10, climb heading 094° to 1300 before turning southwest. Rwy 28, climb heading 274° to 1900 before turning south.

NOTE: Rwy 10, tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

#### MOUNT POCONO, PA

POCONO MOUNTAINS MUNI

DEPARTURE PROCEDURE: All runways, climb straight ahead to 2500 feet before turning on course.

#### MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA. . . . . . . 09015 DEPARTURE PROCEDURE: Rwy 7, climbing right turn on 190 bearing from BZJ NDB to 1900 before

proceeding on course. Rwy 25, climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: Rwy7, Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/ 562' MSL. Rwy 25, Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL, Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline. 33' AGL/492' MSL.

#### MYERSTOWN, PA

DECK

DEPARTURE PROCEDURE: Rwy 19, climb heading 174° to 1600 before proceeding on course.

NOTE: Rwy 1, tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.



10266

#### **NEW CASTLE, PA**

**NEW CASTLE MUNI** 

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: Rwy 5, tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. Rwy 13, trees 4087' from departure end of runway, 153' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1086' MSL. Rwy 31, tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.

#### PARKERSBURG, WV

MID-OHIO VALLEY RGNL (PKB)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. w/min. climb of 451' per NM to 1300. **Rwy 28**, 500-3 or std. w/min. climb of 295' per NM to 1600.

NOTE: Rwy 3, trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/35' MSL. Rwy 10, trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. Rwy 21, trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. Rwy 28, trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

#### PERKASIE,PA

PENNRIDGE

23 SEP 2010 to 21 OCT 2010

TAKE-OFF MINIMUMS: Rwy 8, 300-1. Rwy 26, 500-1.

#### PETERSBURG, WV

**GRANT COUNTY** 

TAKE-OFF MINIMUMS: Rwys13,31,1500-3. DEPARTURE PROCEDURE: Rwys13,31, climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.

#### PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE) ORIG 08045 (FAA)

TAKE-OFF MINIMÚMS: **Rwy 33**, 200-11/4 or std. w/min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6**, Trees 1355' from departure end of

NOTES: Rwy 6, Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. Rwy 15, Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. Rwy 24, Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. Rwy 33, Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/ 174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL, Bushes and trees beginning 636' from departure end of runway. 185' right of centerline, up to 57' AGL/215' MSL.

#### PHILADELPHIA INTL (PHL) AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, std. w/min. climb of 320' per NM to 900. Rwy 9L, std. w/min. climb of 390' per NM to 500. Rwy 9R, std. w/min. climb of 310' per NM to 500. Rwy 17, 200-1 or std. w/min. climb of 410' per NM to 300. Rwy 26, NA-obstacles. Rwy 35, std. w/min. climb of 264' per NM to 1400.

NOTE: Rwy 8, fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. Rwy 9L, tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. Rwy 9R, multiple towers beginning 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. Rwy 17, multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL, Shlp in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. Rwy 27L, multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. Rwy 35, sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 11 4' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83'





#### PHILADELPHIA, PA (CON'T)

WINGS FIELD (LOM) AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: Rwy 24, climb heading 245° to 1100 before turning left.

NOTE: Rwy 6, trees beginning 54' from DER, 103' left of centerline, up to 106' AGL/389' MSL. Trees beginning 513' from DER, 110' right of centerline, up to 107' AGL/ 347' MSL. Rwv 24, mulitiple trees, towers, buildings. flag poles, vehicles on road, and rising terrain beginning at DER, left and right of centerline, up to 160' AGL/444'

#### PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D) ORIG 08157 (FAA)

DEPARTURE PROCEDURE: Rwv 8, climb heading 083° to 3300 before turning south.

NOTE: Rwy 8, trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/1799' MSL. Rwy 26, trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779'

#### PHILIPSBURG, PA

MID-STATE

TAKE-OFF MINIMUMS: Rwy 6,700-1. Rwy 16,400-1. Rwy24,300-1.

DEPARTURE PROCEDURE: Rwy 6, climbing left turn to 2800 on heading 340° before proceeding on course. Rwys 16,24,34, climb runway heading to 2800 before proceeding on course.

#### PINEVILLE, WV

KFF FIFI D

23 SEP 2010 to 21 OCT 2010

TAKE-OFF MINIMUMS: Rwy 8, 700-2. Rwy 26, 600-1. DEPARTURE PROCEDURE: Rwys 8, 26, climb runway heading to 3000 before proceeding on course. NOTE: Rwy 8, 86' trees/terrain 2100' from departure end on centerline. Rwy 26, 135' trees/terrain 1300' from departure end on centerline.

#### PITTSBURGH, PA

ALLEGHENY COUNTY

NOTE: Rwy 10, vehicle 91' from departure end of runway, 492' right of centerline, 15' AGL/1254' MSL. Tree 3783' from departure end of runway, 713' left of centerline, 69' AGL/1352' MSL. Rwy 13, vehicle 73' from departure end of runway, 412' right of centerline, 15' AGL/1254' MSL Trees beginning 385' from departure end of runway, 120' right of centerline, up to 40' AGL/1268' MSL. Rwy 31, pole 265' from departure end of runway, 298' right of centerline, 49' AGL/1263' MSL.

#### PITTSBURGH, PA (CON'T)

PITTSBURGH INTL

TAKE-OFF MINIMUMS: Rwv 32, 200-11/2 or std. w/ min. climb of 240' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

NOTE: Rwy 10C, multiple trees beginning 3207' from departure end of runway, 461' left of centerline, up to 29' AGL/1263' MSL. Rwy 10L, tree 1387' from departure end of runway, 733' left of centerline, 59' AGL/1233' MSL. Rod on obstruction light tower, 4168' from departure end of runway, 910' left of centerline, 112' AGL/1282' MSL. Tower 4175' from departure end of runway, 864' left of centerline, 112' AGL/1282' MSL. Tree 1463' from departure end of runway, 672' left of centerline, 38' AGL/1212' MSL. Rwy 10R, multiple trees beginning 1082' from departure end of runway, 102' right of centerline, up to 66' AGL/1265' MSL. Obstruction light on monitor pole 4590' from departure endof runway, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from departure end of runway, 1138' left of centerline, 55' AGL/1241' MSL. Rwy 14, tree 968' from departure end of runway, 516' right of centerline, 44' AGL/1158' MSL. Rwy 28L, tree 2272' from departure end of runway, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from departure end of runway, 498' left of centerline, 9' AGL/1144' MSL. Rwy 28R, tree 1810' from departure end of runway, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from departure end of runway, 477' right of centerline, 12' AGL/1215' MSL. Pole 645' from departure end of runway, 633' left of centerline, 20' AGL/1223' MSL. Rwy 32, antenna on obstruction light tower 1.1 NM from departure end of runway, 435' left of centerline, 105' AGL/1354' MSL. Tower 6812' from departure end of runway, 497' left of centerline, 96' AGL/1342' MSL. Light on pole 454' from departure end of runway, 515 right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from departure end of runway, 1108' right of centerline, up to 61' AGL/1321' MSL. Tree 6074' from departure end of runway, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from departure end of runway, 1108' right of centerline, 74' AGL/1233' MSL. Tree 2480' from departure end of runway, 1118' right of centerline, 33' AGL/1212' MSL.

#### POINT PLEASANT, WV

MASON COUNTY

TAKE-OFF MINIMUMS: Rwy 7, 300-1 or std. with a min, climb of 280' per NM to 1000. DEPARTURE PROCEDURE: Rwys 7, 25, climb runway heading to 1600 before proceeding on course. NOTE: Rwy 25, 60' AGL tree 475' left of departure end of runway.



#### 10266

#### POTTSTOWN, PA

HERITAGE FIELD (PTW)

ADMT 2A 09323 (FAA)

TAKE-OFF MINIMUMS: Rwy 10, 300-11/4 or std. with a min. climb of 290' per NM to 600. Rwy 28, 500-2. DEPARTURE PROCEDURE: Rwy 28, climb heading

276° to 900 before proceeding on course.

#### POTTSTOWN MUNI (N47)

#### AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, std. w/min. climb of 414 per NM to 1300, or 600-3 w/min. climb of 241 per NM to 1300, or 1300-2½ for climb in visual conditions. Rwy 26, std. w/min. climb of 288 per NM to 1600 or 1300-2½ for climb in visual conditions.

1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 8, climb heading
076° to 1300 before proceeding on course. For climb in
visual conditions: cross Pottstown Muni Airport at or
above 1400 MSL before proceeding on course. Rwy 26,
climb heading 271° to 1100 before proceeding on
course. For climb in visual conditions: cross Pottstown
Muni Airport at or above 1400 MSL before proceeding

NOTE: Rwy 8, terrain 2761' from DER, 124' right of centerline, 0'AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. Rwy 26, tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

#### POTTSVILLE, PA

on course.

SCHUYKILL COUNTY/JOE ZERBEY (ZER) AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: Rwys 4, 22, NA-Environmental.

NOTE: Rwy 11, tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. Rwy 29, tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

#### **PUNXSUTAWNEY, PA**

#### PUNXSUTAWNEY MUNI

TAKE-OFF MINIMUMS: Rwy 1, NA-obstacles. Rwy 6, 400-1 1/4 or std. with a min. climb of 260' per NM to 2000. Rwy 19, 500-2 or std. with a min. climb of 285' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.

NOTES: Rwy 6, tree 1.4 NM from departure end of runway, 2579 left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. Rwy 19, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.

#### RAVENSWOOD, WV

JACKSON COUNTY

TAKE-OFF MINIMUMS: Rwy 4, 300-1.

DEPARTURE PROCEDURE: Rwys 4,22, climb runway heading to 1300 before proceeding on course. NOTE: Rwy 4,100' AGL tree, 500' from departure end of

runway, 200' left of centerline.

#### READING, PA

#### READING RGNL/CARL A. SPAATZ FIELD

TAKE-OFF MINIMUMS: Rwy 13, 1000-1 or std. with a min. climb of 370' per NM to 1500. Rwy 31, 400-1 or std. with a min. climb of 350' per NM to 800. Rwy 36, 400-1 or std. with a min. climb of 260' per NM to 800. DEPARTURE PROCEDURE: Rwy 18, climb runway

heading to 1400 before turning on course. **Rwys31,36**, climb runway heading to 800 before turning

#### REEDSVILLE, PA

MIFFLIN COUNTY (RVL)

AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, std. w/min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24**, std. w/min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 6, climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. Rwy 24, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course course.

NOTE: Rwy 6, fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. Rwy 24, ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/938' MSL.

#### ST. MARYS, PA

#### ST. MARYS MUNI

NOTE: Rwy 10, terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/ 2119' MSL. Rwy 28, terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/ 2000' MSL.

10266



#### SELINGSGROVE, PA

PENN VALLEY (SEG)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: Rwy 17, std. w/min. climb of 500' per NM to 1500 or 1500-21/2 for climb in visual conditions. Rwy 35, 500-2 w/min. climb of 500' per NM to 1300 or 1500-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 17, climbing right turn direct SEG VORTAC before proceeding on course, Do not exceed 180 KIAS until SEG VORTAC. or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course Rwv 35, climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on

NOTE: Rwy 17, trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. Rwy 35, trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER,

624' right of centerline, up to 100' AGL/899' MSL.

#### SEVEN SPRINGS BOROUGH. PA

SEVEN SPRINGS

TAKE-OFF MINIMUMS: Rwvs 10.28.300-1.

#### SHAMOKIN, PA

NORTHUMBERLAND COUNTY

TAKE-OFF MINIMUMS: Rwy 8, 400-1 or std. with a min. climb of 450' per NM to 1400. Rwy 26, 700-1 or std. with a min. climb of 250' per NM to 1400.

DEPARTURE PROCEDURE: Rwy 8, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC. Rwy 26, climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.

#### SOMERSET, PA

MSL.

SOMERSET COUNTY (2G9)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 14,32, NA-environmental. DEPARTURE PROCEDURE: Rwy7, climb heading 066° to 3000 before turning south. Rwy 25, climb heading 246° to 2800 before turning south.

NOTE: Rwy7, trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure endof runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. Rwy 25, trees beginning 480' from departure end of runway, 152' right of centerline, upt o 67' AGL/2346' MSL, Antenna on building 283' from departure end of runway, 204' right of centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/ 2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284'

#### SPENCER, WV

BOGGS FIELD (USW)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: Rwy 10, 400-134 or std. w/a min. climb of 498' per NM to 1300. Rwy 28, 300-1 or std. w/a min. climb of 411' per NM to 1200.

DEPARTURE PROCEDURE: Rwy 28, climb heading 280° to 1600 before turning left.

NOTE: Rwy 10, trees beginning 209' from DER, 48' left of centerline, up to 100' AGL/1259' MSL. Trees beginning 425' from DER, 145' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.1 NM from DER, 397' left of centerline, up to 100' AGL/1259' MSL. Rwy 28, trees beginning 78' from DER, 118' right of centerline, up to 100' AGL/1119' MSL. Trees beginning 112' from DER, 60' left of centerline, up to 100' AGL/ 1059'MSL.

#### STATE COLLEGE, PA

UNIVERSITY PARK

TAKE-OFF MINIMUMS: Rwvs 16.34. NA. DEPARTURE PROCEDURE: Rwys 6,24, climb runway heading to 2600 before proceeding on course.

#### STERLING, PA

SPRING HILL (70N)

AMDT 1 09323 (FAA)

TAKE-OFF MINIMUMS: Rwy 23, 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 23, climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.

NOTE: Rwy 5, trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. Rwy 23, trees beginning 51' from DER, 202 left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 195' right of centerline, up to 100' AGL/1879' MSL.

#### SUMMERSVILLE, WV

SUMMERSVILLE

TAKE-OFF MINIMUMS: Rwy 4, 400-1 or std. with a min. climb of 350' per NM to 3000.

#### SUTTON, WV

**BRAXTON COUNTY** 

TAKE-OFF MINIMUMS: Rwy 1, 300-1 with a min. climb of 245' per NM to 2100 or 1100-21/2 for climb in visual conditions. Rwy 19, NA-obstacles

DEPARTURE PROCEDURE: Rwy 1, climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.

NOTE: Rwy 1, Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL

#### TITUSVILLE, PA

#### TITUSVILLE

NOTE: Rwy 18, trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/ 1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. Rwy 36, trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

#### TOUGHKENAMON.PA

#### **NEW GARDEN**

TAKE-OFF MINIMUMS: Rwy 6, 300-1. DEPARTURE PROCEDURE: Rwys 6,24, climb runway heading to 900 before turning on course.

#### TOWANDA, PA

#### BRADFORD COUNTY

TAKE-OFF MINIMUMS: Rwy 5, 900-2 or std. with a min. climb of 380' per NM to 2000. Rwy 23, 1600-2 or std. with a min. climb of 580' per NM to 2800.

DEPARTURE PROCEDURE: Rwy 5, climb heading 047° to 3000 before proceeding on course. Rwy 23, climb heading 227° to 3000 before proceeding on

NOTE: Rwy 5, trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. Rwy 23, trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL,

#### TOWER CITY, PA

#### BENDIGO (74N)

23 SEP 2010 to 21 OCT 2010

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: Rwy 5, std. w/min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions. Rwy 23, NA-terrain.

DEPARTURE PROCEDURE: Rwy 5, departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

NOTE: Rwy 5, multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559'MSL.

#### WASHINGTON, PA

#### WASHINGTON COUNTY

TAKE-OFF MINIMUMS: Rwy 9, 700-214 or std. with a min. climb of 475' per NM to 2100. Rwy 27, 300-11/2 or std. with a min. climb of 490' per NM to 1500.

NOTE: Rwy 9, multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461 MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. Rwy 27, multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221 right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.

#### WAYNESBURG, PA

## GREENE COUNTY (WAY)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 9, NA-obstacle. Rwy 27, 300-1 or Std. w/min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE: Rwy 27, climb heading 268° to 1800 before proceeding on course.

NOTE: Rwy 27, trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.

#### WELLSBORO, PA

#### WELLSBORO JOHNSTON

TAKE-OFF MINIMUMS: Rwy 10, 300-1. Rwy 28, 600-2 or std. with a min. climb of 240' per NM to 2700.

DEPARTURE PROCEDURE: Rwy 10, climbing right turn direct SFK VOR/DME. Rwy 28, climbing left turn direct SFK VOR/DME. All aircraft cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/ DME holding pattern to 3000 before proceeding on course (Hold SW, right turns, 036° inbound).

NOTE: Rwy 10, 79' AGL trees 1600' from departure end of runway, on centerline.

#### WEST CHESTER, PA

#### BRANDYWINE

TAKE-OFF MINIMUMS: Rwy 27, 300-1 or std. with a min. climb of 240' per NM to 700.

NOTE: Rwy 27, 100' AGL trees 3800' from departure end of runway, on centerline.



#### WHEELING, WV

WHEELING OHIO COUNTY

NOTE: Rwy 3, tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/ 1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/ 1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100'AGL/1341'MSL. Rwy 16, pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL, Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL, Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. Rwy 34, multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.

#### WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON INTL

TAKE-OFF MINIMUMS: Rwy 4, 300-11/2 or std. with a min. climb of 240' per NM to 1300. Rwy 10, NA-obstacles. Rwy 22, 400-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: Rwy 4, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. Rwy 22, fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. Rwy 28, fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.

NOTE: Rwy 4, tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. Rwy 22, tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.

#### WILLIAMSPORT, PA

WILLIAMSPORT RGNL (IPT)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 9, std. w/min. climb of 331' per NM to 900 or 300-2 w/min. climb of 280' per NM to 2000 or 2200-3 for climb in visual conditions. Rwy 12, 1300-3 w/min. climb of 494' per NM to 2200 or 2200-3 for climb in visual conditions. Rwy 27, 1200-3 w/ min. climb of 467' per NM to 2100 or 2200-3 for climb in visual conditions. Rwy 30, std. w/min. climb of 454' per NM to 1800, or 300-2 w/min. climb of 285' per NM to 1900 or 2200-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 9, climb heading

087° to 2300 before proceeding on course or for climb

in visual conditions, cross Williamsport Rgnl airport

at or above 2600 before proceeding on course. Rwy

12, climbing left turn heading 090° to 2400 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. Rwy 27, climbing right turn heading 285° to 2700 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. Rwy 30, climb heading 296° to 2500 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. NOTE: Rwy 9, trees beginning 158' from DER, 97' right of centerline, up to 100' AGL/784' MSL. Trees beginning 284' from DER, 519' left of centerline, up to 100' AGL/1083' MSL. Hazard beacons beginning 1.0 NM from DER, 1653' right of centerline, up to 100' AGL/773' MSL. Hazard beacon 1.1 NM from DER,1080' left of centerline, 114' AGL/773' MSL. Poles beginning 259' from DER, 228' right of centerline, up to 65'AGL/565' MSL. Pole 997' from DER, 62' left of centerline, 55' AGL/555' MSL. Train 179' from DER, 459' left of centerline, 34' AGL/554' MSL. Building 616' from DER, 524' left of centerline, 47' AGL/557' MSL. Rwy 12, trees beginning 119' from DER, 174' right of centerline, up to 100' AGL/1759' MSL. Trees beginning 2077' from DER, 264' left of centerline, up to 100' AGL/ 1729' MSL. Poles beginning 272' from DER, 231' left of centerline, up to 64' AGL/565' MSL. Hazard beacon 1.0 NM from DER.1837' left of centerline, 60' AGL/701' MSL. Rwy 27, trees beginning 127' from DER, 132' right of centerline, up to 100' AGL/619' MSL. Trees beginning 1051' from DER, 74' left of centerline, up to 100' AGL/1659' MSL. Transmission towers beginning 1.9 NM from DER, 1901' left of centerline, up to 81' AGL/1040' MSL. Antenna on building 882' from DER. 301' right of centerline, 37' AGL/537' MSL. Rwy 30, trees beginning 599' from DER, 91' right of centerline, up to 100' AGL/776' MSL. Trees beginning 1088' from DER, 81' left of centerline, up to 100' AGL/763' MSL. Poles beginning 396' from DER, 196' right of centerline, up to 88' AGL/607' MSL. Transmission line tower 2556' from DER, 728' right of centerline, 88' AGL/ 608' MSL. Sign 321' from DER, 373' right of centerline, 14' AGL/534' MSL. Vehicle on road 355' from DER, 373' right of centerline, 17' AGL/537' MSL.

#### WILLOW GROVE NAS JRB (KNXX)

WILLOW GROVE . PA ORIG. 05020 TAKE-OFF OBSTACLES: Rwv 33. trees within 4758' of departure end of runway, 455' MSL





#### YORK, PA

YORK

TAKE-OFF MINIMUMS: Rwys 17,35, 300-1. DEPARTURE PROCEDURE: Rwy 17, climb on runway heading to 1000 feet before turning. Rwy 35, climb on runway heading to 800 feet before turning

#### ZELIENOPLE, PA

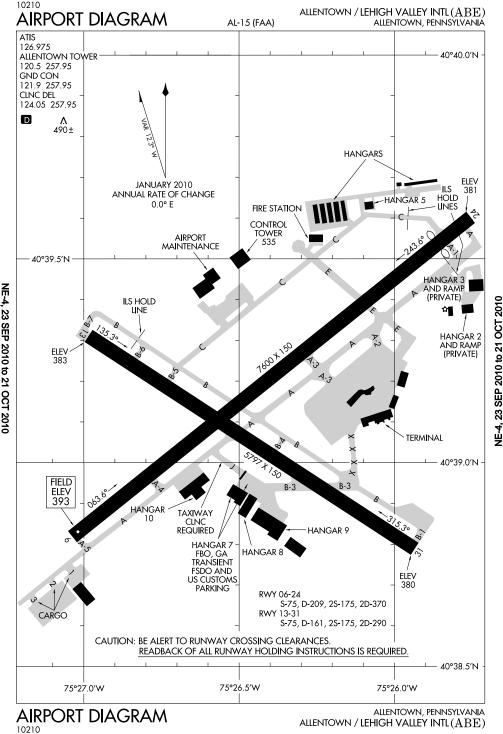
ZELIENOPLE MUNI (PJC)

AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: Rwys 17,35, 1100-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwvs 17.35, for climb in visual conditions: cross Zelienople Muni at or above 1900' before proceeding on course.

NOTE: Rwy 17, terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/ 1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. Rwy 35, terrain and trees beginning 1.04 NM from departure end of runway, 1400 left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL



NFW YORK

LEHIGH VALLEY INTL (ABE) 3 NE UTC-5(-4DT) N40°39.14′ W75°26.42′ 393 B S4 FUEL 100LL, JET A OX 1, 2 TPA-See Remarks LRA

H-101, 121, L-33A, 34G

Class I. ARFF Index C NOTAM FILE ABE RWY 06-24: H7600X150 (ASPH-GRVD) S-75, D-209, 2S-175.

2D-370 HIRL CL

RWY 06: MALSR. PAPI(P4L)-GA 3.0° TCH 48'.

Road.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 60'. Thid dsplcd 500'. RWY 13-31: H5797X150 (ASPH-GRVD) S-75, D-161, 2S-175.

2D-290 HIRL RWY 13: MALSR.

RWY 31: REIL, VASI(V4L)-GA 3.0° TCH 45', Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-7600 TODA-7600 ASDA-7600 LDA-7600 RWY 13: TORA-5797 TODA-5797 ASDA-5797 LDA-5797 RWY 24: TORA-7600 TODA-7600 ASDA-7600 LDA-7100

RWY 31: TORA-5797 TODA-5797 ASDA-5797 LDA-5797 AIRPORT REMARKS: Attended continuously, Birds: groundhogs and deer

on and invof arpt. Noise abatement procedures for turbojet powered acft in effect; preferential Rwy 06-24, Rwy 06 and 24 fly rwy heading until 2000 ft. Rwy 06, 13 and 24 departures be

advised that departures are over a noise sensitive area. Rwy 31 turboiet departures turn rgt heading 360° until 2000 ft MSL, TPA-1400(1006) reciprocating props; 2000(1606)

turbine powered acft. Rwy 06 touchdown and rollout runway visual range avbl. Rwy 24 touchdown and rollout runway visual range avbl. Military acft plan to park and refuel on FBO apron W of Rwy 13-31 and S of Twy A. Twy C restricted to maximum acft weight 12,500 lbs. Twy B south of Twy B3 restricted to acft with wingspan 118' or less. Twy E north of Rwy 06-24 in very poor condition with sections of broken pavement. Restricted to maximum acft weight 12,500 lbs. Twy J restricted to acft with wingspan 118' or less. U.S. Customs user fee arpt. Ldg fee.

Flight Notification Service (ADCUS) avbl-2 hours PPR. WEATHER DATA SOURCES: ASOS (610) 266-3579.

COMMUNICATIONS: ATIS 126.975 UNICOM 122.95 ALLENTOWN RCO 122.1R 117.5T (WILLIAMSPORT RADIO)

R APP/DEP CON 118.2 (3000 and blo), 119.65 (above 3000 from north) 124.45 (above 3000 from south)

**TOWER** 120.5 GND CON 121.9 CLNC DEL 124.05

AIRSPACE: CLASS C svc continuous etc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.

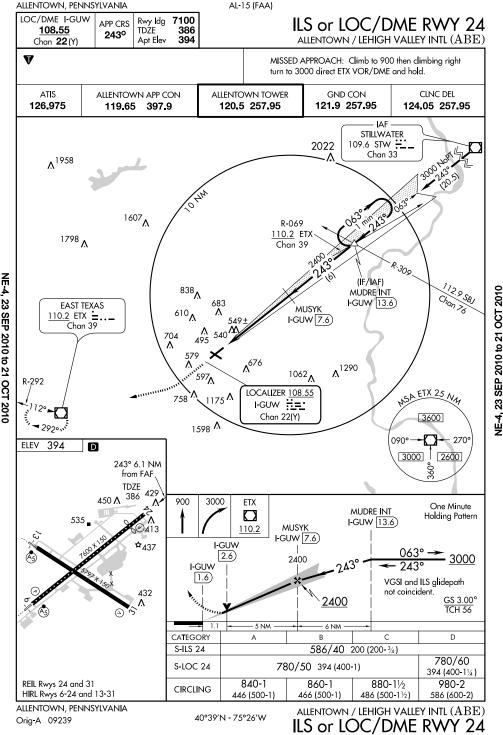
(L) VORTAC 117.5 FJC Chan 122 N40°43.60′ W75°27.29′ 182° 4.5 NM to fld. 680/10W. LEEHI NDB (LOM) 400 AB N40°35.15′ W75°32.97′ 061° 6 4 NM to fld

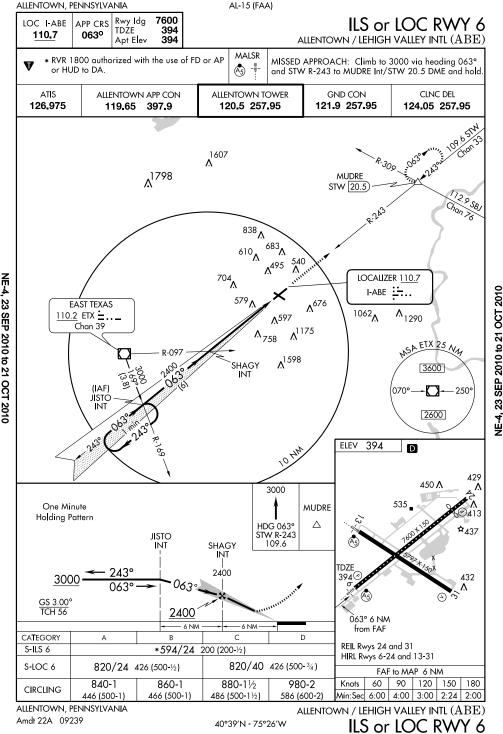
ILS 110.7 I-ABE Rwy 06. LOM LEEHI NDB.

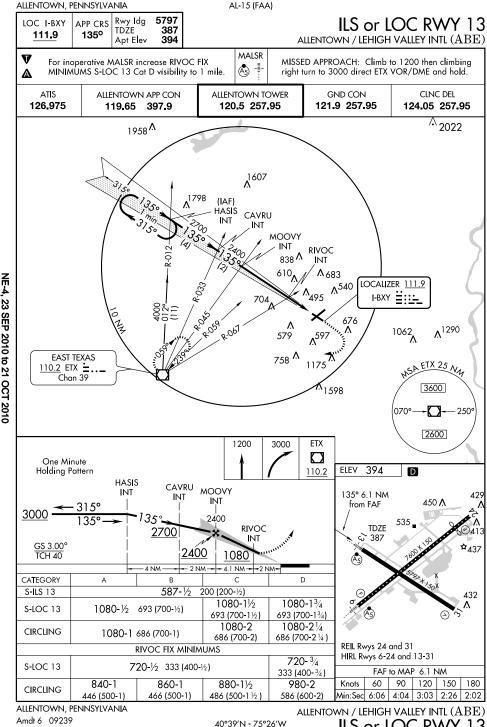
ILS 111.9 I-BXY Rwv 13. Class IC.

IIS/DMF 108 55 I=GUW Chan 22(Y) Rwy 24 Class IE

IAP. AD

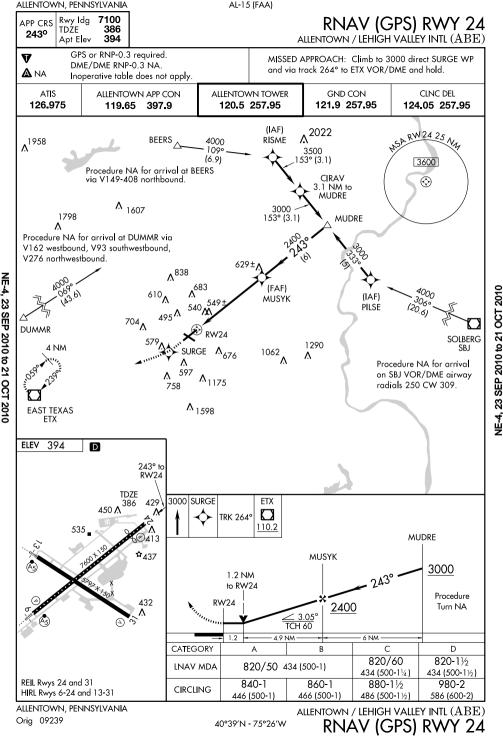


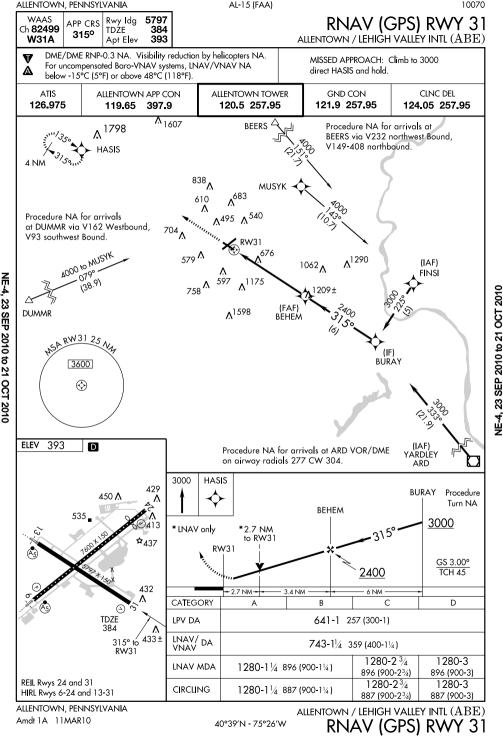


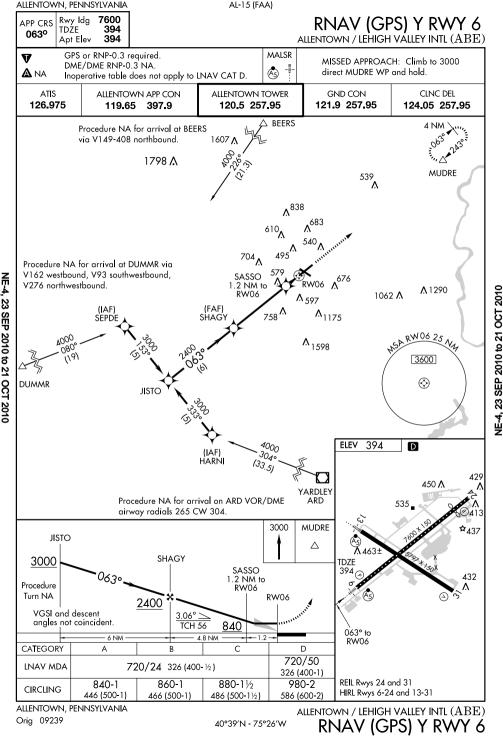


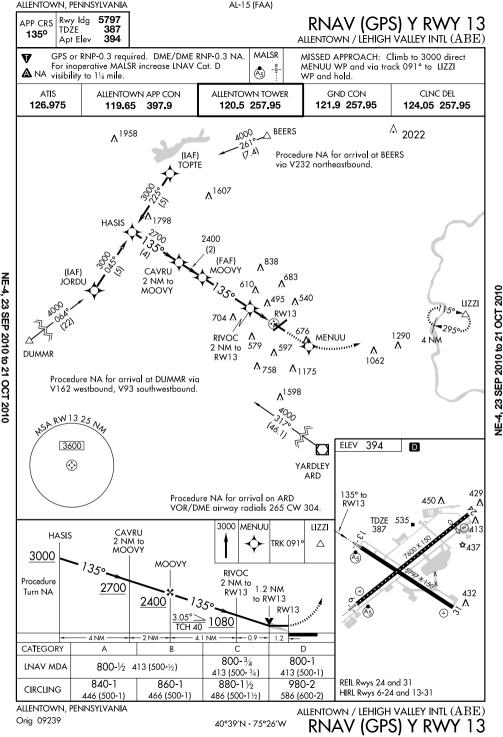
ILS or LC

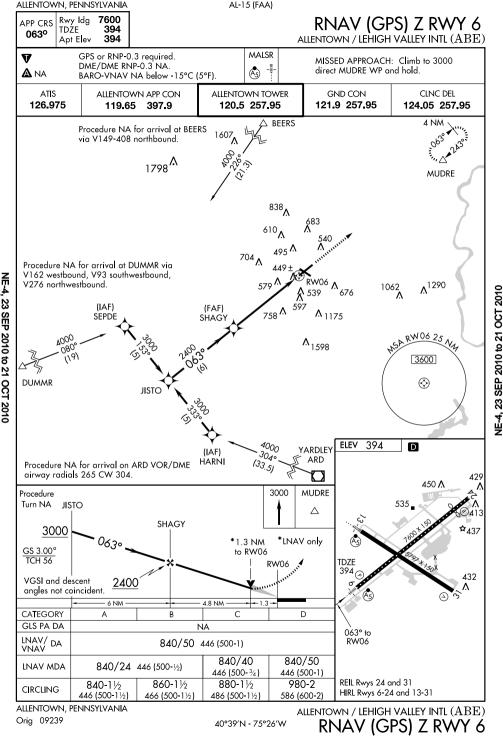
NE-4, 23 SEP 2010 to 21 OCT 2010

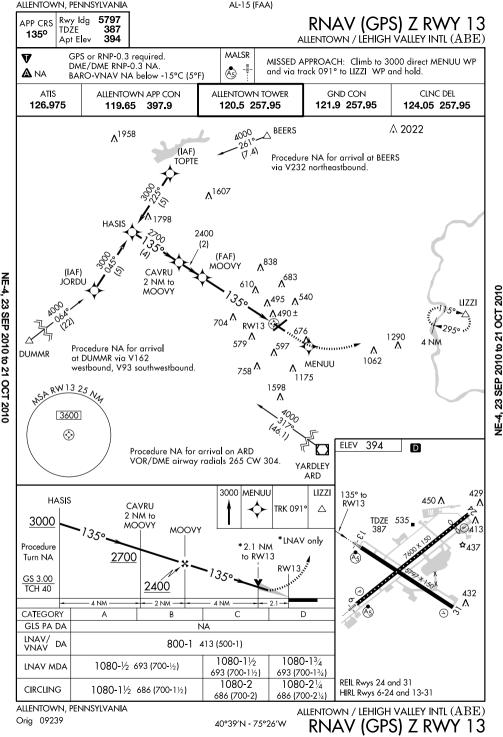


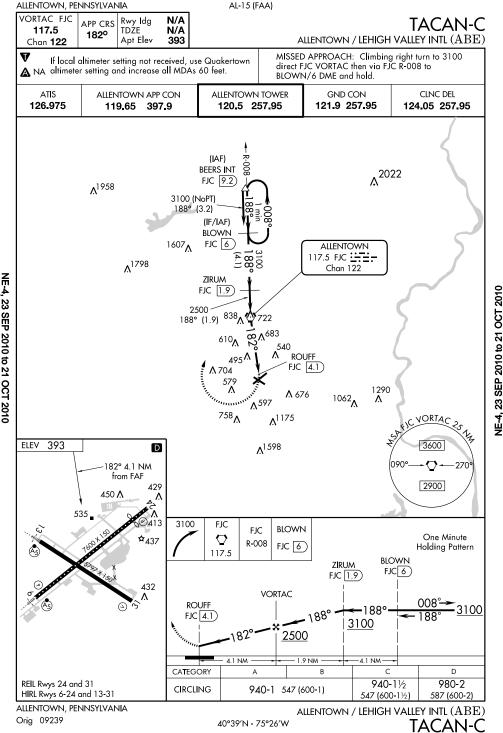


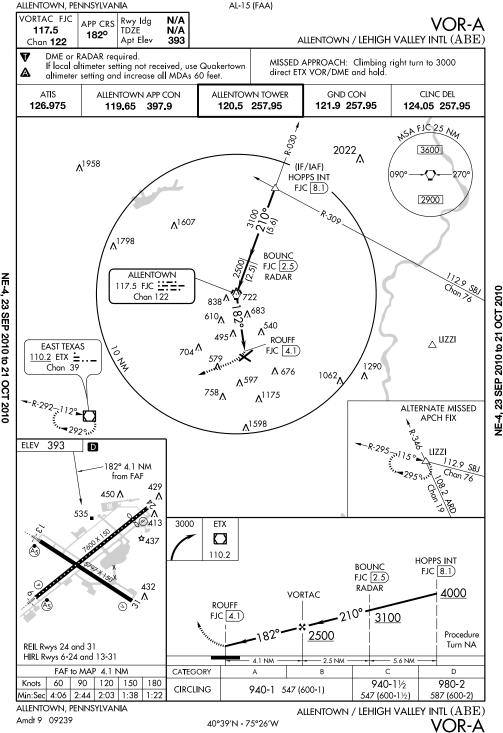












182° 4.5 NM to Lehigh Valley Intl.

ALBERT (See PHILIPSBURG)

ALLEGHENY CO (See PITTSBURGH)

ALLENTOWN N40°43.60′ W75°27.29′ NOTAM FILE ABE.

NEW YORK H-101. L-30K. 33A. 34G

> NEW YORK L-30K. 33A. 34G

(L) VORTAC 117.5 FJC Chan 122 680/10W.

80/10W.

DME portion unusable 061°-299° byd 30 NM blo 4000′; 300°-060° byd 26 NM blo 4500′.

VOR portion unusable:

021°-189° byd 10 NM 190°-260° byd 24 NM

190°-260° blo 9000′ 261°-319° byd 9 NM blo 4000′ 320°-339°

RCO 122.1R 117.5T (WILLIAMSPORT RADIO)

340°-349° byd 24 NM 340°-349° bio 4000′ 350°-020° byd 33 NM bio 4000′ 350°-020° bio 3500′

## **ALLENTOWN**

**ALLENTOWN QUEEN CITY MUNI** (XLL) 2 SW UTC-5(-4DT) N40°34.22′ W75°29.30′ 399 B S2 **FUEL** 100LL, JET A TPA—1599(1200) NOTAM FILE IPT

RWY 07-25: H3949X75 (ASPH-GRVD) S-12 MIRL

RWY 07: REIL. PAPI(P4L)—GA 3.0°. Trees. RWY 25: REIL. PAPI(P4L)—GA 3.5°. Trees.

RWY 15-33: H3159X75 (ASPH) S-12 MIRL 0.4% up SE

RWY 15: Tree.

AIRPORT REMARKS: Attended 1200–2300Z‡. For svc after hrs ctc
610–266–6000. Deer, groundhogs, birds on and invof arpt. Noise

610–266–6000. Deer, groundhogs, birds on and invof arpt. Noise abatement procedures in effect, for details call arpt management at 610–791–5193. ACTIVATE MIRL Rwy 07–25 and Rwy 15–33, REIL Rwy 07 and Rwy 25—CTAF. Landing fee.

WEATHER DATA SOURCES: AWOS-3 127.875 (610) 791-5463.

COMMUNICATIONS: CTAF/UNICOM 122.7

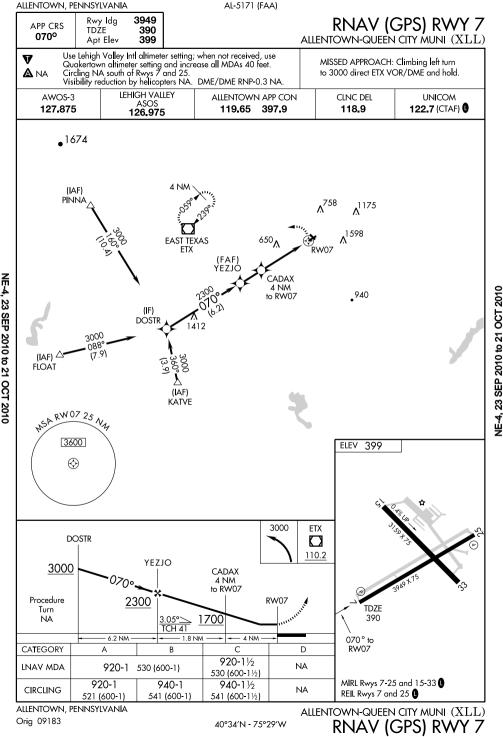
R APP/DEP CON 118.2 (3000 and blo) 119.65 (above 3000 from north) 124.45 (above 3000 from south)

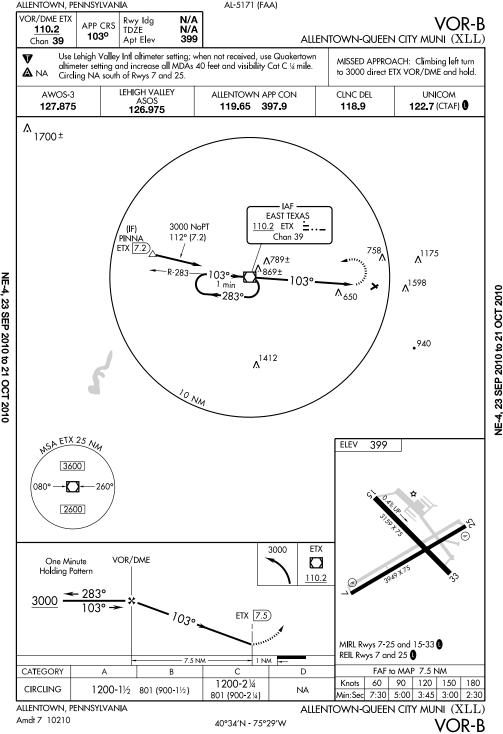
CLNC DEL 118.9

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT

EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′

W75°41.04′ 103° 9 NM to fld. 742/09W.





## AI TOONA ALTOONA-BLAIR CO

RWY 03-21: H5465X100 (ASPH-GRVD) S-16, D-44 RWY 03: REIL. PAPI(P4L)-GA 3.0° TCH 43'. Trees. RWY 21: MALSR. PAPI(P4L)-GA 3.0° TCH 54'. Trees.

B S4

**RWY 12–30**: H3668X75 (ASPH) S–11.5, D–33 RWY 12: REIL. PAPI(P4L)-GA 3.0° TCH 55'. Tree.

FUEL 100LL, JET A OX 1, 3

(AOO) 12 S UTC-5(-4DT)

RWY 30: REIL. PAPI(P4R)-GA 4.0° TCH 54'. Tree. RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-5465 TODA-5465 ASDA-5465 LDA-5465 RWY 12: TORA-3668 TODA-3668 ASDA-3668 LDA-3668 RWY 21: TORA-5465 TODA-5465 ASDA-5465 LDA-5465

RWY 30: TORA-3668 TODA-3668 ASDA-3668 LDA-3668

AIRPORT REMARKS: Attended 1000-0130Z‡. PAEW adjacent all rwys and twys 1100-0200Z‡ (annually) 1 May through 31 Oct except safety areas will remain clear during air carrier ops. Preferred runway is Rwy 21; for noise abatement when departing Rwy 03, maintain rwy heading until 2 NM North of airport. Specialized acft

UNICOM prior to ldg. PPR 24 hours for unscheduled air carrier and non-air carrier ops with more than 30 passenger seats call arpt manager 814-793-3872. HIRL Rwy 03-21 and MIRL Rwy 12-30 preset low ints; to increase ints and ACTIVATE PAPI Rwy 12, Rwy 30, Rwy 03 and Rwy 21, MALSR Rwy 21 and REIL Rwv 03. Rwv 12 and Rwv 30-CTAF.

WEATHER DATA SOURCES: ASOS 127.125 (814) 793-9655. COMMUNICATIONS: CTAF 123.6 UNICOM 123.0

RCO 123.6 122.65 122.2 122.1R (ALTOONA RADIO) (R) CLEVELAND CENTER APP/DEP CON 121.2

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. JOHNSTOWN (L) VORTAC 113.0 JST Chan 77 N40°19.00′ W78°50.05′ 099° 23.6 NM to fld. 2280/06W.

NOTAM FILE JST.

(T) VOR 108.8 A00 N40°19.53' W78°18.22'

VOR unusable 070°-125° 235°-260° 290°-350°

I-AOO Rwy 21. Class IE. LOC unusable byd 25° right of course. ILS 111.1 COMM/NAV/WEATHER REMARKS: Ctc Altoona Radio for remote airport advisory service on 123.6.

AMBLER N40°07.56′ W75°17.11′

NOTAM FILE IPT. NDB (MHW) 275 ING 064° 1.2 NM to Wings Fld. OTS indef.

ARNOLD PALMER RGNL (See LATROBE)

BALLY

RWY 16-34: 2420X85 (ASPH-TURF) RWY 16: Thid dspicd 205'. Road.

COMMUNICATIONS: CTAF/UNICOM 122.8

(See EIGHTY FOUR)

**BARTY** N41°16.61′ W75°46.54′ NOTAM FILE AVP.

(See BEAVER FALLS)

500

BANDEL

BEAVER CO

S2

BAUBLITZ COMMERCIAL

BUTTER VALLEY GOLF PORT NOTAM FILE IPT

(7N8) 1 E UTC-5(-4DT) N40°23.89' W75°33.86'

marked with 3 white lines. Rwy 16 dsplcd thld marked by 3 yellow tires.

(See BROGUE)

NDB (LOM) 257 AV 044° 4.4 NM to Wilkes-Barre/Scranton Intl. Unusable byd 10 NM.

ß

NOTAM FILE AOO

210° 1.9 NM to fld.

RWY 34: Thid dspicd 150'. Road. AIRPORT REMARKS: Attended daylight hours. Rwy 16-34 lies in middle of golf course. Trees and substantial terrain elevation changes within 125' of each rwy edge. Rwy 16-34 1535X24 ASPH at south end; remainder turf. Rwy 16 end marked with yellow wood panels; turf rwy edges marked with tires painted yellow. Rwy 34 dsplcd thld

**NEW YORK** 

1-34G

NEW YORK

**NEW YORK** 

DETROIT

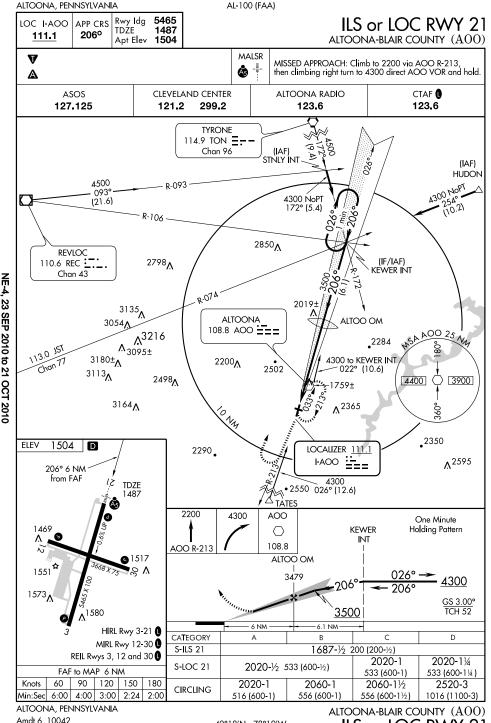
H-10H, 12I, L-29D, A

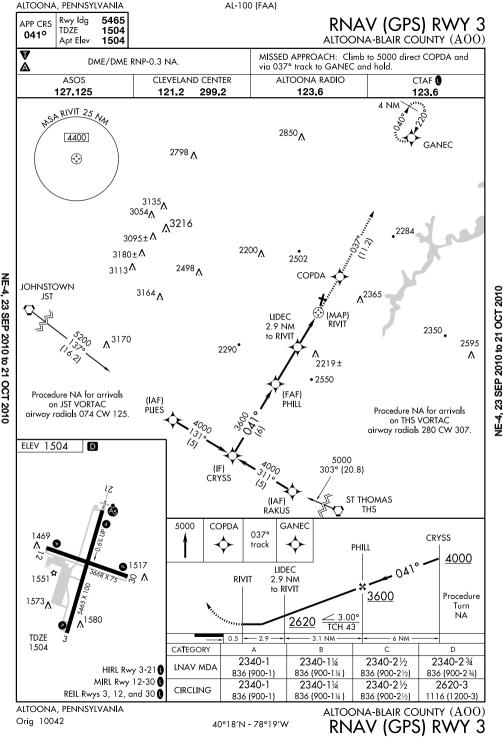
(ultralgt, homebuilt, etc) ctc arpt manager 814-793-3872 or

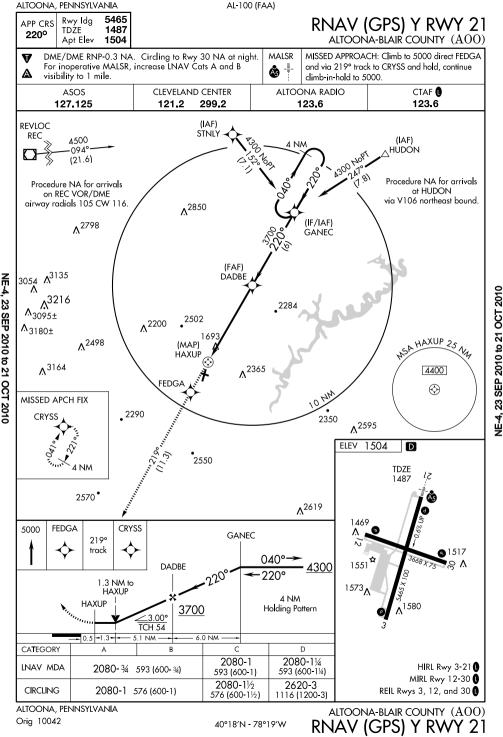
N40°17.78' W78°19.20'

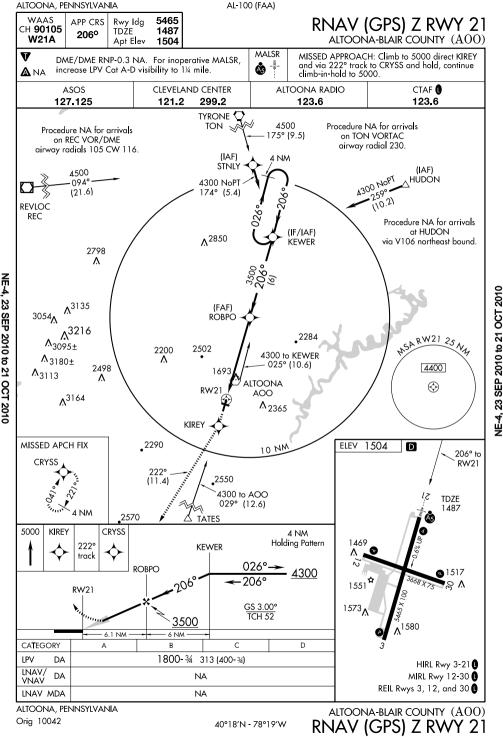
Class I. ARFF Index A

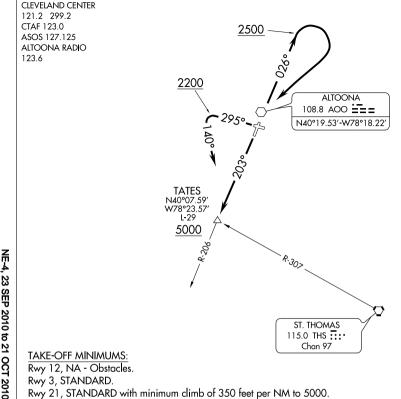
HIRL 0.6% up S











SL-100 (FAA)

climb of 210 feet per NM to 2500; ATC climb of 250 feet per NM to 5000. TAKE-OFF OBSTACLES:

Rwy 3, STANDARD.

Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL.

Rwy 21, STANDARD with minimum climb of 350 feet per NM to 5000. Rwy 30, STANDARD with the following minimum climb requirements: Obstacle

Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL. Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.

NE-4, 23 SEP 2010 to 21 OCT 2010

V

# DEPARTURE ROUTE DESCRIPTION

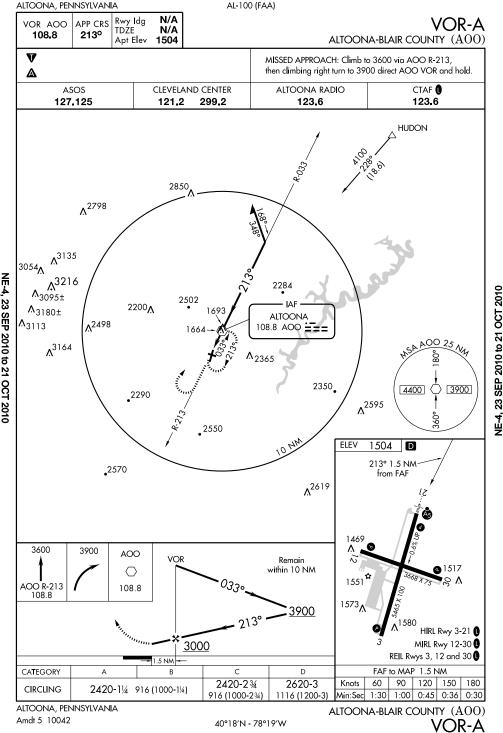
TAKE-OFF RUNWAY 3: Climb direct AOO VOR, then via AOO R-026 to 2500, then

climbing right turn direct AOO VOR, then via AOO R-206 to TATES INT.... TAKE-OFF RUNWAY 21: Climb via heading 203° and AOO R-206 to TATES INT.... TAKE-OFF RUNWAY 30: Climb via heading 295° to 2200, then climbing left turn

....Cross TATES INT at or above 5000. Then via (assigned route).

heading 140° to intercept AOO R-206 to TATES INT....

# TATES THREE DEPARTURE





CTAF 123.0 ASOS 127.125

ALTOONA RADIO 123.6 WILTT N40°30.20′ W78°13.44′ L-29 5000 **JOHNSTOWN** 113.0 JST :--Chan 77 ALTOONA 108.8 AOO ==== N40°19.53′-W78°18.22′ 2800 2100

TAKE-OFF MINIMUMS: Rwy 12, NA - Obstacles. Rwy 3, STANDARD with minimum climb of 280 feet per NM to 5000 (ATC).

Rwy 21, STANDARD with minimum climb of 300 feet per NM to 2300. Rwy 30, STANDARD with minimum climb of 275 feet per NM to 2800.

TAKE-OFF OBSTACLES:

Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL. Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL. Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.

VE-4, 23 SEP 2010 to 21 OCT 2010

V

NE-4, 23 SEP 2010 to 21 OCT 2010

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR. Then via AOO R-026 to WILLT

INT... TAKE-OFF RUNWAY 21: Fly heading 203° to 2100, then climbing right turn direct

AOO VOR, then via AOO R-026 to WILLT INT.... TAKE-OFF RUNWAY 30: Fly heading 295° to 2800, then climbing right turn direct

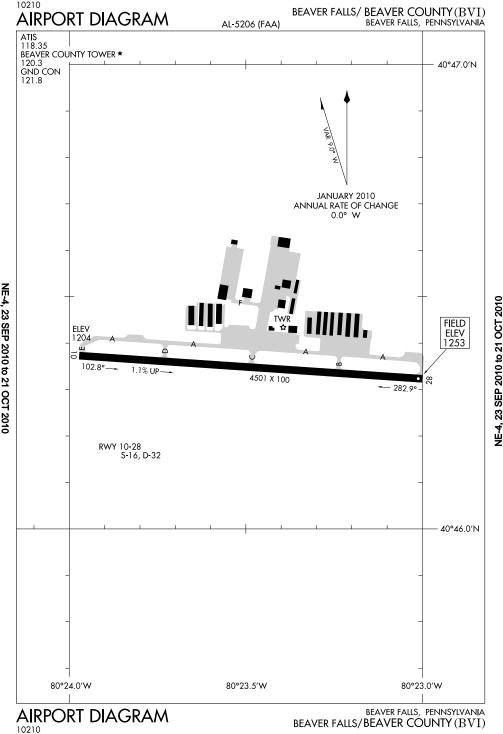
....Cross WILLT INT at or above 5000. Then via (assigned route).

AOO VOR, then via AOO R-026 to WILLT INT....

WILTT THREE DEPARTURE

ALTOONA, PENNSYLVANIA ALTOONA-BLAIR COUNTY (A00)

(WILTT3.WILTT) 09127



DETROIT

1-29C

IAP

# **BEAVER FALLS**

BEAVER CO (BVI) 3 NW UTC-5(-4DT) N40°46.35′ W80°23.49′ 1253 S4

FUEL 100LL, JET A NOTAM FILE AOO RWY 10-28: H4501X100 (ASPH-GRVD) S-16, D-32 MIRL

1.1% up E

RWY 10: REIL, PAPI(P4L)—GA 3.0° TCH 40', Trees.

RWY 28: PAPI(P4L)-GA 3.0° TCH 40', REIL, Trees. AIRPORT REMARKS: Attended Mon-Fri 1200-0200Z±. Sat-Sun

1400-22007±. Arpt unattended federal holidays. Noise

abatement procedures in effect, ctc arpt manager Mon-Fri

1300-2100Z‡ for details at 724-847-4662. When twr clsd MIRL

Rwy 10-28 and twy Igts opr low ints. Increase ints and ACTIVATE

REIL Rwv 10 and Rwv 28-CTAF, PAPI Rwv 10 and Rwv 28 opr continuously. COMMUNICATIONS: CTAF 120.3 ATIS 118 35

ELWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO) (R) PITTSBURGH APP/DEP CON 124.75

TOWER 120.3 (1200-02007±) **GND CON 121.8** 

CLNC DEL 124.85 (when twr clsd)

AIRSPACE: CLASS D svc 1200-02007 other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

FILWOOD CITY (H) VORTAC 115.8 FWC Chan 105 N40°49.50' 257° 8.8 NM to fld. 1227/08W. W80°12.69'

Rwy 10. LOC only, LOC unmonitored ILS 109.3 I-BVI when twr closed.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.

### BEDFORD CO (HMZ) UTC-5(-4DT) N40°05.17' W78°30.81' 4 N

FUEL 100LL, JET A OX 1 1162 В S4 NOTAM FILE AOO RWY 14-32: H5005X75 (ASPH) S-38, D-60, 2D-100

RWY 14: REIL. PAPI(P2R)-GA 3.0° TCH 50'. Ground. Rgt tfc. RWY 32: REIL. PAPI(P2L)-GA 4.0° TCH 50'.

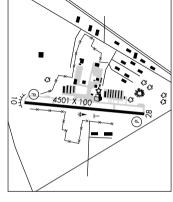
AIRPORT REMARKS: Attended 1200-2300Z±. For svcs after hrs call 814-623-1862. High terrain (mountain ridges) southeast of arot lgtd with red obstruction lgts, ACTIVATE MIRL Rwv 14-32 and REIL Rwv 14 and Rwv 32-CTAF, PAPI Rwv 14 and Rwv 32 remain on.

Landing fee for all acft exc light single engine. WEATHER DATA SOURCES: AWOS-3 123.675 (814) 623-2936. COMMUNICATIONS: CTAF/UNICOM 122 7

CLEVELAND CENTER APP/DEP CON 124.4 RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ST THOMAS (L) VORTAC 115.0 THS Chan 97

N39°55.99' W77°57.06' 297° 27.5 NM to fld. 2340/07W.



WASHINGTON H-10H, 12I, L-29D

IAP

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(CUTTA.CUTTA2) 10154 CUTTA TWO ARRIVAL ST-570 (FAA) PITTSBURGH, PENNSYLVANIA PITTSBURGH APP CON YOUNGSTOWN **CUTTA** 121.25 337.4 109.0 YNG =:-N40°52.58′-W80°38.59′ BEAVER COUNTY ATIS TURBOJET VERTICAL NAVIGATION 118.35 Chan 27 PITTSBURGH INTL ATIS PLANNING INFORMATION N41°19 86' APR 127.25 W80°40.48' PIT WEST FLOW: **BUTLER COUNTY/** Expect clearance to cross at 10,000' L-30, H-10 KW SCHOLTER FIELD PIT EAST FLOW: AWOS-3 133.825 Expect clearance to cross at 10,000' and at 250 KTS 3000 **ELLWOOD CITY** 115.8 EWC :--=. **AKRON** Chan 105 114.4 ACO :--N40°49.50′ Chan 91 W80°12.69' N41°06.47' W81°12.09' L-30, H-10 V40 3000 R-182 081 HADJI (37) BUTLER COUNTY/ **BEAVER** N40°47.08′ NE-4, 23 SEP 2010 to 21 OCT 2010 COUNTY K W SCHOLTER W80°38.22' LOCALIZER 109.3 COLUMBIANA COUNTY I-BVI **∷**::: **BRIGGS** 112.4 BSV .... Chan 71 PITTSBURGH INTL N40°44.44' W81°25.93' L-29, H-10 NOTE: The BSV transition is for low altitude MONTOUR use of 8000 feet and below. 112.0 MMJ == Chan 57 N40°29.29′-W80°11.63′ NOTE: Chart not to scale. AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . . BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . . YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . . . . . From over CUTTA INT:

PIT arrivals expect radar vectors. BVI (EAST FLOW) direct HADJI (WEST FLOW) direct EWC

BTP and 02G direct EWC

BUTLER COUNTY/ • K. W. SCHOLTER FIELD

BUTLER COUNTY/K. W. SCHOLTER FIELD

118.35

ARR 127.25

PITTSBURGH INTL ATIS

AWOS-3 133.825

**ELLWOOD CITY** 

115.8 EWC :-- .

Chan 105

N40°49.50′

W80°12.69'

COLUMBIANA COUNTY

PITTSBURGH INTL ©

MONTOUR

112.0 MMJ ==

Chan 57

N40° 29.29′-W80° 11.63′

**BEAVER** COUNTY O

NE-4, 23 SEP 2010 to 21 OCT 2010

**REVLOC** 

Chan 43

JOHNSTOWN 113.0 JST :--

Chan 77

NOTE: Chart not to scale.

110.6 REC :

expect clearance to cross at 7000'. All Aircraft Landing Satellite Airports: Expect clearance to cross at 5000'.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

**GRACE** N40°51.41′- W79°48.48.04′

VERTICAL NAVIGATION PLANNING INFORMATION:

Turbojets Landing PIT: Expect

clearance to cross at 10000' and 250 K. Non-Turbojets Landing PIT: Aircraft filed

at 210 knots or greater expect clearance to

cross at 8000'. Aircraft filed less than 210K

FRANKLIN

CLARION

112.9 CIP ....

Chan 76 N41°08.78′

W79°27.48' L-30, H-10-12

**EARED** 

N40° 57.54'

W79°40.81′

P.300

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

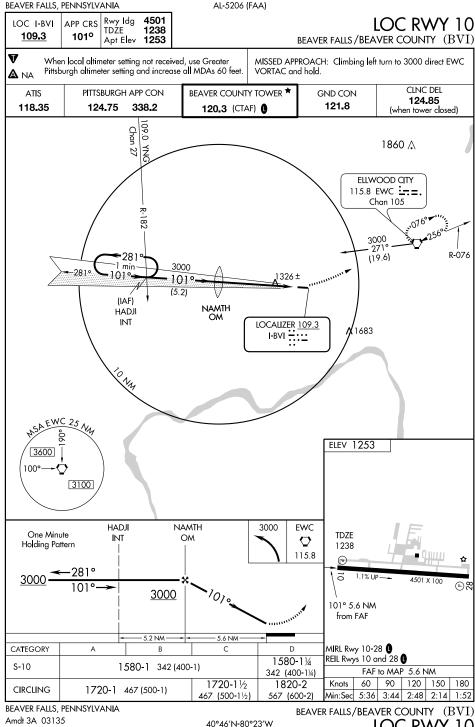
Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT. Direct EWC, direct Beaver County.

Direct EWC, direct Bulter County/K. W. Scholter Field. Direct EWC, direct Columbiana County.

**GRACE THREE ARRIVAL** 

PITTSBURGH, PENNSYLVANIA

(GRACE.GRACE3) 10154



NE-4, 23 SEP 2010 to 21 OCT 2010

BEAVER FALLS, PENNSYLVANIA AL-5206 (FAA) VORTAC EWC Rwy Idg 4501 VOR or GPS RWY 28 APP CRS 1253 115,8 256° Apt Elev 1253 BEAVER FALLS / BEAVER COUNTY (BVI) Chan 105 When local altimeter setting not received, use Greater V MISSED APPROACH: Climb to 3000, then right turn direct Pittsburgh altimeter setting, and increase all MDAs 80 EWC VORTAC and hold. A NA feet and visibility CAT C and D ¼ mile. CLNC DEL ATIS PITTSBURGH APP CON BEAVER COUNTY TOWER \* GND CON 124.85 121.8 118.35 124,75 338,2 120.3 (CTAF) ( (when tower closed) 1860 ∧ 1860 A **EWC** NE-4, 23 SEP 2010 to 21 OCT 2010 [5] 1412± ۸ ELLWOOD CITY EWC 25 Ny Chan 105 Λ 1683 3600 3100 **ELEV 1253** 3000 **EWC VORTAC** One Minute **EWC** Holding Pattern 115.8 [5] **EWC** 256° 8.5 NM 8.5 from FAF \* 2020 2100 when using Greater Pittsburgh altimeter setting 3.5 NM 5 NM CATEGORY C В D 2020-1 2020-11/4 2020-2 1/4 2020-21/2 S-28 @8 767 (800-21/4) 767 (800-21/2) 767 (800-1) 767 (800-11/4) TDZE 2020-1 2020-2 1/4 2020-21/2 2020-11/4 CIRCLING 1253 767 (800-1) 767 (800-11/4) 767 (800-21/4) 767 (800-2 1/2) DME MINIMUMS MIRL Rwy 10-28 1 REIL Rwys 10 and 28 1 1680-11/2 1680-11/4 S-28 1680-1 427 (500-1) FAF to MAP 8.5 NM 427 (500-11/4) 427 (500-11/2) Knots 60 90 120 150 180 1720-11/2 1820-2 CIRCLING 1720-1 467 (500-1) 8:30 567 (600-2) Min:Sec 5:40 4:15 3:24 2:50 467 (500-11/2) BEAVER FALLS, PENNSYLVANIA (BVI) BEAVER FALLS / BEAVER COUNTY Amdt 9 03135 40°46′N-80°23′W VOR or GPS RW

DETROIT

1-29C

IAP

# **BEAVER FALLS**

BEAVER CO (BVI) 3 NW UTC-5(-4DT) N40°46.35′ W80°23.49′ 1253 S4

FUEL 100LL, JET A NOTAM FILE AOO RWY 10-28: H4501X100 (ASPH-GRVD) S-16, D-32 MIRL

1.1% up E

RWY 10: REIL, PAPI(P4L)—GA 3.0° TCH 40', Trees.

RWY 28: PAPI(P4L)-GA 3.0° TCH 40', REIL, Trees. AIRPORT REMARKS: Attended Mon-Fri 1200-0200Z±. Sat-Sun

1400-22007±. Arpt unattended federal holidays. Noise

abatement procedures in effect, ctc arpt manager Mon-Fri

1300-2100Z‡ for details at 724-847-4662. When twr clsd MIRL

Rwy 10-28 and twy Igts opr low ints. Increase ints and ACTIVATE

REIL Rwv 10 and Rwv 28-CTAF, PAPI Rwv 10 and Rwv 28 opr continuously. COMMUNICATIONS: CTAF 120.3 ATIS 118 35

ELWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO) (R) PITTSBURGH APP/DEP CON 124.75

TOWER 120.3 (1200-02007±) **GND CON 121.8** 

CLNC DEL 124.85 (when twr clsd)

AIRSPACE: CLASS D svc 1200-02007 other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

FILWOOD CITY (H) VORTAC 115.8 FWC Chan 105 N40°49.50' 257° 8.8 NM to fld. 1227/08W. W80°12.69'

Rwy 10. LOC only, LOC unmonitored ILS 109.3 I-BVI when twr closed.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.

### BEDFORD CO (HMZ) UTC-5(-4DT) N40°05.17' W78°30.81' 4 N

FUEL 100LL, JET A OX 1 1162 В S4 NOTAM FILE AOO RWY 14-32: H5005X75 (ASPH) S-38, D-60, 2D-100

RWY 14: REIL. PAPI(P2R)-GA 3.0° TCH 50'. Ground. Rgt tfc. RWY 32: REIL. PAPI(P2L)-GA 4.0° TCH 50'.

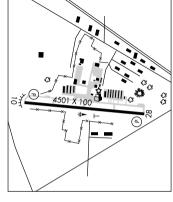
AIRPORT REMARKS: Attended 1200-2300Z±. For svcs after hrs call 814-623-1862. High terrain (mountain ridges) southeast of arot lgtd with red obstruction lgts, ACTIVATE MIRL Rwv 14-32 and REIL Rwv 14 and Rwv 32-CTAF, PAPI Rwv 14 and Rwv 32 remain on.

Landing fee for all acft exc light single engine. WEATHER DATA SOURCES: AWOS-3 123.675 (814) 623-2936. COMMUNICATIONS: CTAF/UNICOM 122 7

CLEVELAND CENTER APP/DEP CON 124.4 RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ST THOMAS (L) VORTAC 115.0 THS Chan 97

N39°55.99' W77°57.06' 297° 27.5 NM to fld. 2340/07W.



WASHINGTON H-10H, 12I, L-29D

IAP

00000

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5000 ^ <sup>2498</sup> 50 3113 (25) 3113 (IAF) AZFOB  $\bigcirc$ JOHNSTOWN ∧<sup>3164</sup> JST 3066± Procedure NA for arrivals at 3066± WILTT via V210 and V106 eastbound 2290 **∧** 3170 COGEN '*3*`` 2550 2925 ۸<sup>1800</sup> (FAF) CEDMA (IAF) HAXRI 2922 Λ **POGEA** 2570 4.3 NM to RW14 **∧** 2954 ± **∧** 2632 1 € 3108 2510 MISSED APCH FIX 1730 1188± **∆** 3032 1659 ± 2889 1 5 NM 3190± 1311 ۸ 1844 ± Λ 3064± **1760 ∧** ۸<sup>1622</sup> ELEV 1162 3226± 2859 137° to Procedure NA for arrivals on RW14 GRV VOR/DME airway radial 092. **GRANTSVILLE** GRV 1.2961 . 2490 COGEN 5000 **ASUTE** CEDMA Δ 4400 **POGEA TDZE** 1360 3900 1157 4.3 NM to \* LNAV only Procedure RW14 Turn NA RW14 3900 GS 3.00° \*2580 TCH 50 6.1 NM 4 NM 4.3 NM CATEGORY Α LPV DA 1678-13/4 521 (600-13/4) LNAV/ DA 2149-4 992 (1000-4) VNAV 1960-1 1960-11/4 1960-21/4 1960-21/2 LNAV MDA 803 (800-1) 803 (800-11/4) 803 (800-21/4) 803 (800-21/2) REIL Rwys 14 and 32 0 1960-1 1960-11/4 1960-21/4 2120-3 **CIRCLING** MIRL Rwy 14-32 0

BEDFORD, PENNSYLVANIA Amdt 1 03JUN10

798 (800-1)

798 (800-11/4)

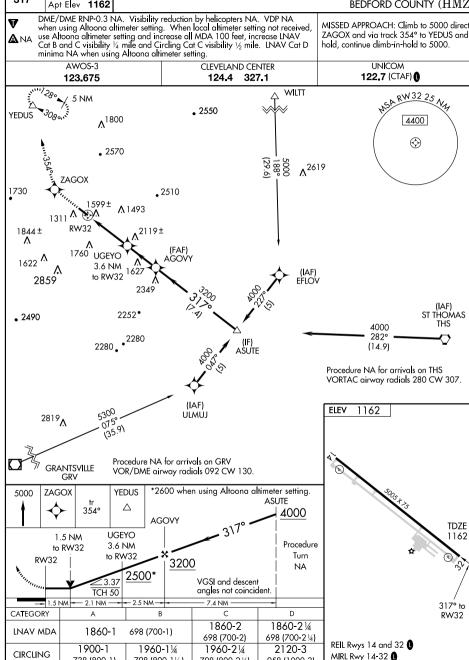
23 SEP 2010 to 21 OCT 2010

BEDFORD COUNTY (HMZ) RNAV (GPS) RWY 14

958 (1000-3)

798 (800-2 1/4)

APP CRS TDŹE 1162 317° Apt Elev 1162 MISSED APPROACH: Climb to 5000 direct



BEDFORD, PENNSYLVANIA Amdt 1 03JUN10

738 (800-1)

BEDFORD, PENNSYLVANIA

NE-4, 23 SEP 2010 to 21 OCT 2010

Rwy Idg

5005

798 (800-21/4)

958 (1000-3)

798 (800-11/4)

BEDFORD, PENNSYLVANIA AL-9147 (FAA) VORTAC THS N/A Rwy Idg /OR-A APP CRS 115.0 N/A TDŻE 296° Apt Elev BEDFORD COUNTY (HMZ) 1163 Chan **97** MISSED APPROACH: Climb to 3200 then climbing right turn to V When local altimeter setting not received, use Altoona 4000 via heading 150° and THS VORTAC R-296 to SCAIF INT/ altimeter setting and increase MDA 100 feet. A NA 23 DME and hold. AWOS-3 **CLEVELAND CENTER** UNICOM 122.7 (CTAF) ( 124.4 327.1 123,675 8 A00 2290 80 Λ<sup>1800</sup> 2550 . 2570 Λ<sup>2619</sup> 2559±∧ 2510 <sup>1493</sup>∧ 2517± (IF) NE-4, 23 SEP 2010 to 21 OCT 2010 **∧**<sup>1760</sup> RECEY INT 3800 THS [17] ۸<sup>1622</sup> Holding not required on THS VORTAC airway radials 005 CW 170. **∧** 1627 (6) SCAIF INT THS 23 2859 Λ <sub>2349</sub> 4000 . 2252 296, 160 (17) 2280 2280 R-116 IAF ST. THOMAS 115.0 THS ... MSA THS 30 NA **ELEV** 1163 Chan 97 4000  $\Diamond$ 4000 One Minute 3200 296° 4.1 NM THS SCAIF INT VORTAC Holding Pattern RECEY INT from FAF R-296 THS 23) HDG THS [17] 115.0 150° **SCAIF INT** 296° THS 23 296° THS 4000 27.1 3800 REIL Rwys 14 and 32 MIRL Rwy 14-32 1 17 NM 4.1 NM 6 NM FAF to MAP 4.1 NM CATEGORY D Knots 60 90 120 150 180 2580-11/4 2580-11/2 CIRCLING 2580-3 1417 (1500-3) Min:Sec 4:06 2:44 2:03 1:38 1:22 1417 (1500-11/4) 1417 (1500-11/2) BEDFORD, PENNSYLVANIA BEDFORD COUNTY (HMZ) Amdt 1 10266 40°05'N - 78°31'W

RELIFFONTE

(N96) 3 SW UTC-5(-4DT) N40°53.13′ W77°48.98′ DETROIT S4 1071 В FUEL 100LL, JET A TPA-2100(1029) NOTAM FILE AOO 1-301 RWY 07-25: H3585X40 (ASPH) LIRL (NSTD) ΙΔΡ RWY 07: Thid dspled 238'. Tree. RWY 25: PAPI (P2L)-GA 3.5° TCH 40°. Ret tfc. AIRPORT REMARKS: Attended 1300-dusk. For syc after hrs ctc. 814-355-7407 or 814-883-7646. Ultralights on and invof arpt. All helicopters required to use fixed wing tfc pattern. Heavy glider

activity during dalgt hrs, all altitudes within 10 NM area, all directions, especially along ridge 1 NM west and north of arpt. Rwy 07 dsplcd thid unigtd. ACTIVATE rotating bcn and LIRL Rwy 07-25-122.7. Rwy 07-25 NSTD LIRL, edge lgts more than 10 ft outward from pavement edge, standard thid lgts, Rwy 07-25 first 30' on Rwy end 25 not lgtd. COMMUNICATIONS: CTAF/UNICOM 122 8 NEW YORK CENTER APP/DEP CON 134.8 RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

TYRONE (L) VORTAC 114.9 Chan 96 N40°44 11' TON W78°19.88' 076° 25.1 NM to Fld. 2630/07W. BELLGROVE N40°26.16′ W76°33.18′ NOTAM FILE IPT NEW YORK NDB (MHW) 328 BZJ at Muir AAF. (Fort Indiantown Gap) L-30J. 34G. A RFI T7VII I F (See LEHIGHTON)

N40°04.25' W74°56.02'

DETROIT

NFW YORK

NEW YORK

L-29C

BENDIGO (See TOWER CITY)

233° 8.5 NW to Arnold Palmer Rgnl.

BENJE N40°22.53′ W79°16.30′ NOTAM FILE LBE

**BENSALEM** TOTAL RF HELIPORT (ØØA) 1 E UTC-5(4-4DT)

NOTAM FILE IPT

NDB (MHW) 382 BHU

S2

HELIPAD H1: H80X80 (ASPH) PERIMETER LIGHTS HELIPORT REMARKS: Attended Mon-Fri 1330-2300Z‡. After hrs 215-990-5300. Ingress/egress 290°-110° and 20'-200'.

COMMUNICATIONS: CTAF 122.9

BERMUDIAN VALLEY AIRPARK (See KRALLTOWN)

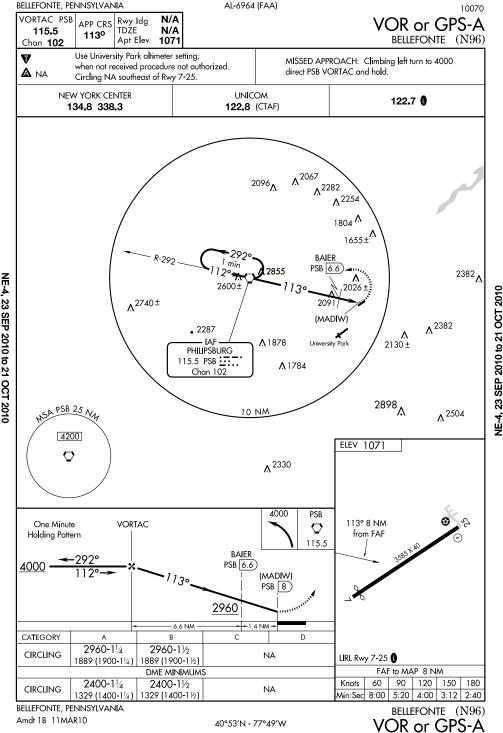
NOTAM FILE IPT RWY 11-29: 2720X100 (TURF)

COMMUNICATIONS: CTAF/IINICOM 122 8

dsplcd thids marked with 3 red elevated plastic containers.

**BETHEL** GRIMES (8N1) 2 E UTC-5(-4DT) N40°29.09′ W76°15.81′

RWY 11: Thid dsplcd 250'. Road. RWY 29: Thid dspicd 270'. Road. AIRPORT REMARKS: Attended dawn-dusk. Parachute Jumping. Rwy 11-29 first 700 ft of rwy on W end unusable in early spring due to wet conditions. Rwy 11-29 marked with white elevated plastic containers. Rwy 11 and 29



NEW YORK

1-301

DETROIT

1-301

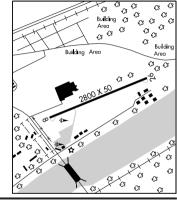
ΙΔΡ

# **PENNSYLVANIA**

### BLOOMSBURG MUNI (N13) O E UTC-5(-4DT) N40°59.87′ W76°26.16′ 481 B S4 FUEL 100LL TPA-1581(1100) NOTAM FILE IPT RWY 08-26: H2800X50 (ASPH) S-12.5 LIRL RWY NR. Road RWY 26: Pole. AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z±. Sat

570-875-0375. Overnight fee. Fee waived with fuel purchase. COMMUNICATIONS: CTAF/UNICOM 122 8 (R) WILKES-BARRE APP/DEP CON 126.3 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT MILTON (I) VORTACW 109 2 MIP Chan 29 N41°01 40' W76°39.92' 107° 11.3 NM to fld. 1000/09W.

1300-1700Z±. For syc after hrs call 570-683-5604 or



## BLUE KNOB VALLEY (See NEWRY)

BRADEN AIRPARK

BRADFORD CO

(See EASTON)

(See TOWANDA)

BRADFORD N41°47.19′ W78°37.16′ NOTAM FILE BFD.

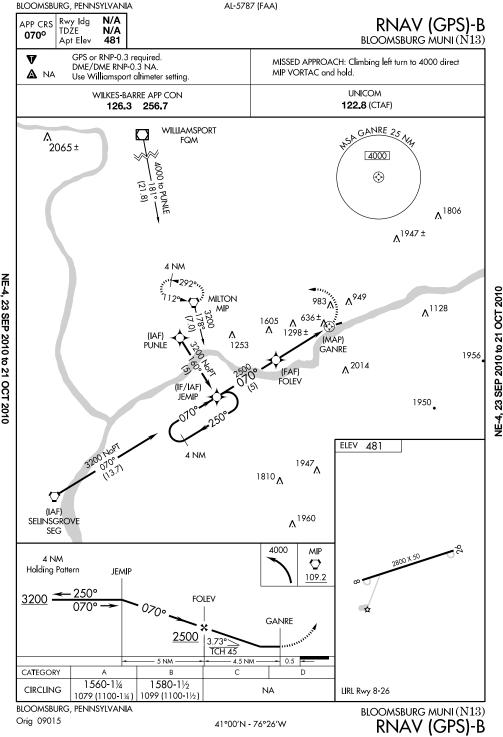
(I) VOR/DMF 116 6 BED Chan 113

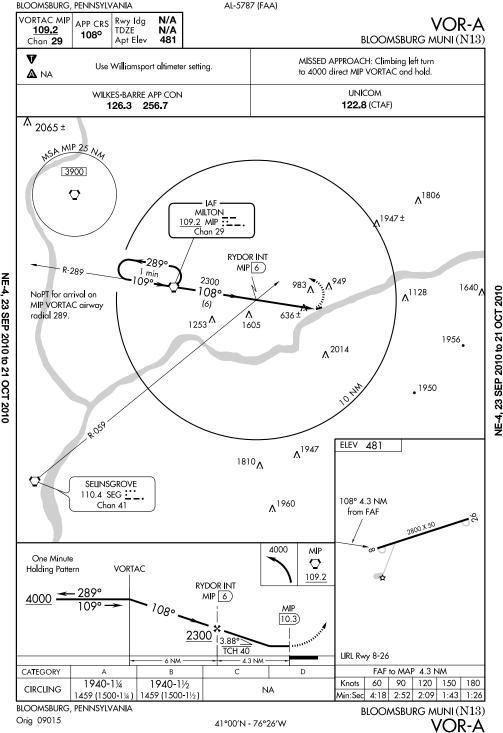
324° 1.4 NM to fld. 2100/07W. VOR unusable:

145°-156° byd 10 NM 156°-262°

RCO 122 1R 116 6T (ALTOONA RADIO) RCO 122 2 122 3 (ALTOONA RADIO)

341°-049°





LDA-4500

LDA-6309 LDA-4500

LDA-6309

BRADFORD RGNL (BFD) 10 S UTC-5(-4DT) N41°48.18' W78°38.41' DETROIT FUEL 100LL, JET A ARFF Index—See Remarks H-10H, 12J, L-30I 2143 B S2 NOTAM FILE BFD RWY 14-32: H6309X150 (ASPH-GRVD) S-48, D-60, 2D-92 RWY 14: REIL. VASI(V4L)-GA 3.0° TCH 42'. Trees. RWY 32: MALSR. Pole. RWY 05-23: H4500X100 (ASPH-GRVD) S-48. D-60 0.3% up NE RWY 05: REIL. Trees. RWY 23: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Trees. RUNWAY DECLARED DISTANCE INFORMATION:

RWY 05: TORA-4500 TODA-4500 ASDA-4500 RWY 14: TORA-6309 TODA-6309 ASDA-6309 RWY 23: TORA-4500 TODA-4500 ASDA-4500

RWY 32: TORA-6309 TODA-6309 ASDA-6309

AIRPORT REMARKS: Attended 1200-0100Z±. Class I. ARFF Index A. PPR

24 hrs for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 814-368-5928. Index B

coverage avbl 1200-0100Z±. After 0100Z±, for emergencies call 911 or 814-465-9998 or 814-366-3383. Deer and birds on and invof arpt. No snow removal avbl 1200-0100Z‡. Acft de-icing

avbl. Rwy 05 REIL OTS indef. Rwy 23 REIL OTS indef. ACTIVATE

REIL Rwy 05, Rwy 14 and Rwy 23, MALSR Rwy 32, HIRL Rwy 14-32, MIRL Rwy 05-23, VASI Rwy 14, PAPI Rwy 23, and twy Igts-CTAF. Ldg fee. WEATHER DATA SOURCES: ASOS 133.825 (814) 368-2581.

COMMUNICATIONS: CTAF/UNICOM 123.075 RCO 122.2 122.3 (ALTOONA RADIO) CLEVELAND CENTER APP/DEP CON 124.325

RADIO AIDS TO NAVIGATION: NOTAM FILE BFD. (L) VOR/DME 116.6 BFD ILS 108.3 I-BFD Rwv 32. Class IT.

BROGUE

BAUBLITZ COMMERCIAL

COMM/NAV/WEATHER REMARKS: For pick-up clearance call 410-859-7256.

yellow. Rwy 18-36 dsplcd rwy ends avbl for take off and rollout.

(See WEST CHESTER)

(9W8) 1 S UTC-5(-4DT) N39°51.14′ W76°29.18′

S2 FUEL 100LL

NOTAM FILE IPT

RWY 10-28: 2493X100 (TURF) RWY 10: Thid dspicd 476'. Pole.

AIRPORT REMARKS: Attended daigt hrs. Daylight ops only. No winter snow removal. Rwy 10-28 edges and rwy ends

Rwy 28 dsplcd thid marked by 2 yellow flush markers each side of rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

BROKENSTRAW (See PITTSFIELD)

BUTLER

BRANDYWINE

COMMUNICATIONS: CTAF/UNICOM 122.7 RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. ELLWOOD CITY (H) VORTAC 115.8 EWC

089° 10 9 NM to fld 1227 / 08W

BUTLER FARM SHOW (3G9) 3 W UTC-5(-4DT) N40°51.15′ W79°58.49′ FUEL 100LL NOTAM FILE AOO

RWY 18-36: H2580X38 (ASPH) S-9 LIRL (NSTD) RWY 18: Thid dspicd 180'. Pole.

AIRPORT REMARKS: Attended irregularly, Pre-coordinate fuel syc. Rwy 18-36 CLOSED to touch and go ldg, Ultralight

ops prohibited. Bird activity invof rwy. LIRL Rwy 18-36 opr dusk-0500Z‡. After 0500Z‡ ACTIVATE LIRL Rwy

18-36 —CTAF. Rwy 18-36 Igtd thid Rwy 18 dsplcd 180 ft; Igtd thid Rwy 36 dsplcd 123 ft. LIRL Rwy 18-36 NSTD, edge Igts 50' from rwy edge. Rwy 18-36 single wheel capacity 9000 lbs per arpt manager. + 22 ft

RWY 36: Thid dspicd 123'. Trees.

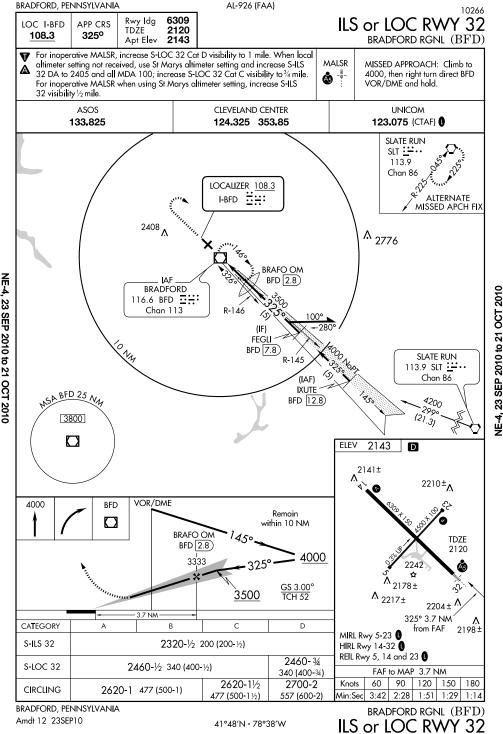
marked pline 292 ft from Rwy 18 thld on extended centerline. Rwy 18 and Rwy 36 dsplcd thld markings are

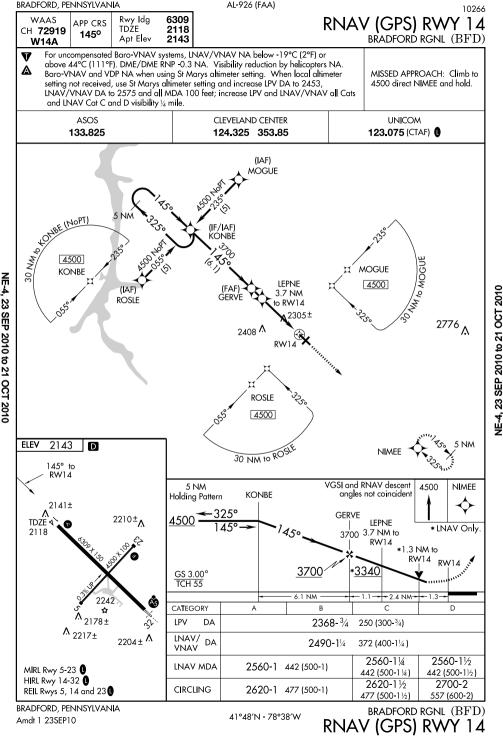
Chan 105 N40°49.50′ W80°12.69′

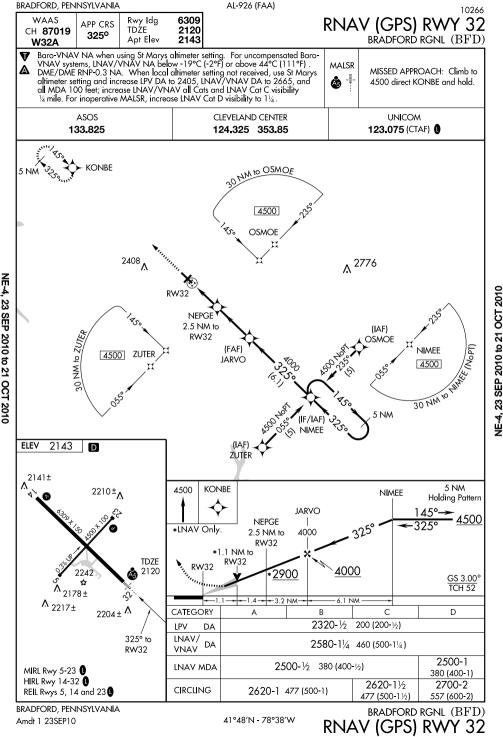
RWY 28: Thid dspicd 200'. Road. marked by yellow flush painted markers. Rwy 10 dsplcd thld marked by 2 yellow flush markers each side of rwy. DETROIT

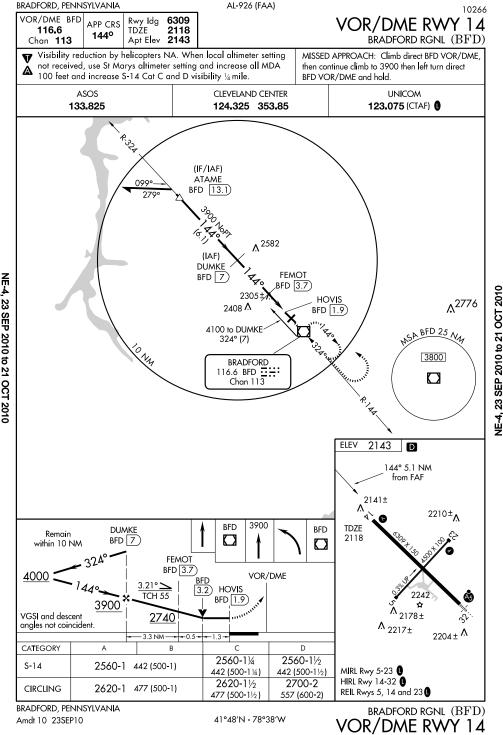
WASHINGTON

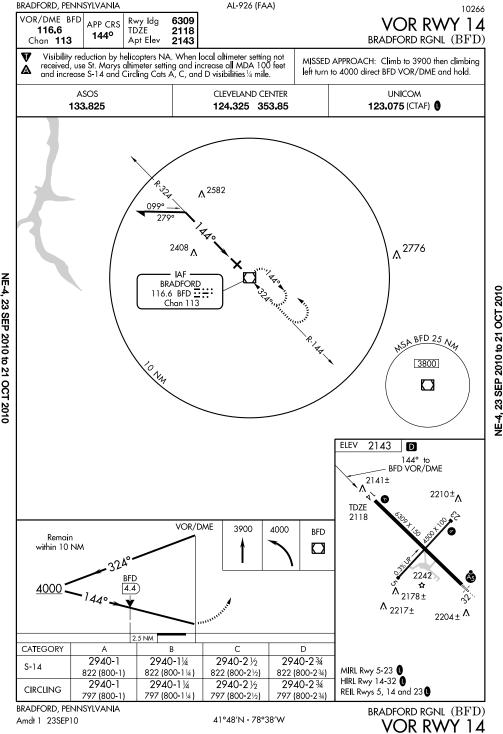
€3 AIRSPACE: CLASS E svc Mon-Fri 1100-0330Z‡, Sat 1100-2330Z‡, Sun 1300-0330Z‡ other times CLASS G. Chan 113 N41°47.19′ W78°37.16′ 324° 1.4 NM to fld. 2100/07W.











S-37, D-50

Chan 105

NOTAM FILE BTP

N40°49.50'

DETROIT

L-29C

IAP

BUTLER CO/K W SCHOLTER FLD (BTP) UTC-5(-4DT)

RWY 26: REIL. PAPI(P4L)-GA 3.5° TCH 60'. Trees. AIRPORT REMARKS: Attended 1130-0200Z±, Unattended Christmas

Day. Noise abatement procedures in effect, ctc arpt manager

724-586-6665. ACTIVATE HIRL Rwy 08-26; MALSF Rwy 08, PAPI

(See BALLY)

FUEL 100LL, JET A OX 1, 2 1248 B S4 RWY 08-26: H4801X100 (ASPH-GRVD) RWY 08: MALSF, PAPI(P4L)-GA 3.0°TCH 53'.

Rwv 08 and Rwv 26—CTAF. WEATHER DATA SOURCES: AWOS-3 133.825 (724) 586-6434. SAWRS.

COMMUNICATIONS: CTAF 122.8 UNICOM 123.05 ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO) R PITTSBURGH APP/DEP CON 124.75 **CLNC DEL** 128.7 RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC

W80°12.69' 112° 12.2 NM to fld. 1227/08W. ILS 111.5 I-BTP Rwv 08.

BUTTER VALLEY GOLFPORT

### CAMOR N39°52.97′ W79°44.68′ NOTAM FILE AOO.

NDB (MHW/LOM) 299 VV 049° 6.1 NM to Connellsville. Unusable bvd 10 NM. CANADENSIS

FLYING DOLLAR (8N4) 2 N UTC-5(-4DT) N41°13.01′ W75°14.98′ S4 NOTAM FILE IPT

RWY 02-20: 2405X100 (TURF) RWY 02: Brush. RWY 20: Thid dspicd 500'. Trees.

AIRPORT REMARKS: Attended dalgt hrs. Landing north-takeoff south wind permitting. No snow removal. Rwy 02 marked by white tires. Rwy 20 dsplcd thld marked with red painted tires.

## CAPITAL CITY (See HARRISBURG)

COMMUNICATIONS: CTAF 122.9

CARBON N40°48.72′ W75°45.55′

NOTAM FILE IPT. NDB (MHW) 339 LOX at Jake Arner Memorial. Unusable byd 12 NM.

CARLISLE (N94) 2 SE UTC-5(-4DT) N40°11.28' W77°10.46'

Igts located south of rwy could be mistaken for rwy Igts. Birds and

510 S2 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE IPT RWY 10-28: H4008X60 (ASPH)

S-12.5, D-12.5 LIRL(NSTD) RWY 10: PVASI(PSIL)—GA 4.0'. Thid dsplcd 106'. Tree. C C3 RWY 28: PVASI(PSIL)-GA 3.0'. Thid dsplcd 100'. Sign. AIRPORT REMARKS: Attended 1400-2200Z‡, During ngt ops trailer park G G

## deer on and invof arpt. Rwy 10-28 rwy lgtd length avbl for night ops 3802'. TPA-1510 (1000) small acft; 2010 (1500) large and turbine powered acft. ACTIVATE NSTD LIRL Rwy 10-28 and PVASI Rwys 10 and 28-CTAF. Rwy 10-28 NSTD LIRL; first 106' Rwy 10

W77°04.17'

unlgtd; first 100' Rwy 28 unlgtd. COMMUNICATIONS: CTAF/UNICOM 122.8 (R) HARRISBURG APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY. HARRISBURG (L) VORTAC 112.5

HAR Chan 72 N40°18.13' NM to fld. Unmonitored when Capital City twr clsd.

COMM/NAV/WEATHER REMARKS: For pick-up clearance TF 800-932-0712.

225° 8.4 NM to fld. 1301/10W. LATLE NDB (LOM) 219 CX N40°10.69' W77°00.35' 285° 7.8

€3 Œ O CO €3 **3** ☼ Œ €3 03 3 0 0 0 0 100 4801 YC G €3 G G (3 €3

N40°46.60′ W79°57.07′

€3

*C*3

Mobile Home Park

€3 C3 C3

Mobile Home Park

63

CINCINNATI L-29C

**NEW YORK** 

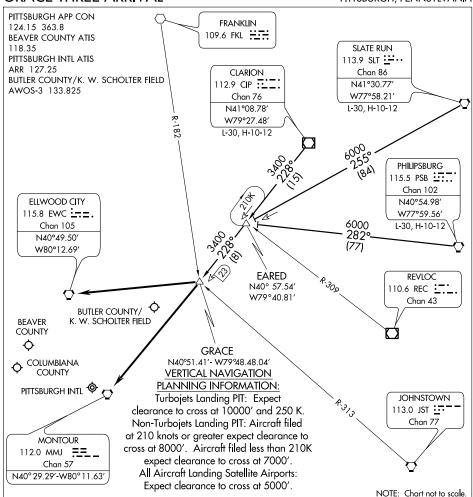
NEW YORK L-30K. 34G DETROIT L-29E, A IAP

(CUTTA.CUTTA2) 10154 CUTTA TWO ARRIVAL ST-570 (FAA) PITTSBURGH, PENNSYLVANIA PITTSBURGH APP CON YOUNGSTOWN **CUTTA** 121.25 337.4 109.0 YNG =:-N40°52.58′-W80°38.59′ BEAVER COUNTY ATIS TURBOJET VERTICAL NAVIGATION 118.35 Chan 27 PITTSBURGH INTL ATIS PLANNING INFORMATION N41°19 86' APR 127.25 W80°40.48' PIT WEST FLOW: **BUTLER COUNTY/** Expect clearance to cross at 10,000' L-30, H-10 KW SCHOLTER FIELD PIT EAST FLOW: AWOS-3 133.825 Expect clearance to cross at 10,000' and at 250 KTS 3000 **ELLWOOD CITY** 115.8 EWC :--=. **AKRON** Chan 105 114.4 ACO :--N40°49.50′ Chan 91 W80°12.69' N41°06.47' W81°12.09' L-30, H-10 V40 3000 R-182 081 HADJI (37) BUTLER COUNTY/ **BEAVER** N40°47.08′ NE-4, 23 SEP 2010 to 21 OCT 2010 COUNTY K W SCHOLTER W80°38.22' LOCALIZER 109.3 COLUMBIANA COUNTY I-BVI **∷**::: **BRIGGS** 112.4 BSV .... Chan 71 PITTSBURGH INTL N40°44.44' W81°25.93' L-29, H-10 NOTE: The BSV transition is for low altitude MONTOUR use of 8000 feet and below. 112.0 MMJ == Chan 57 N40°29.29′-W80°11.63′ NOTE: Chart not to scale. AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . . BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . . YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . . . . . From over CUTTA INT:

PIT arrivals expect radar vectors. BVI (EAST FLOW) direct HADJI (WEST FLOW) direct EWC

BTP and 02G direct EWC

NE-4, 23 SEP 2010 to 21 OCT 2010



### ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228

to GRACE INT. Thence.... PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282

to EARED INT, then via CIP R-228 to GRACE INT. Thence.... SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255

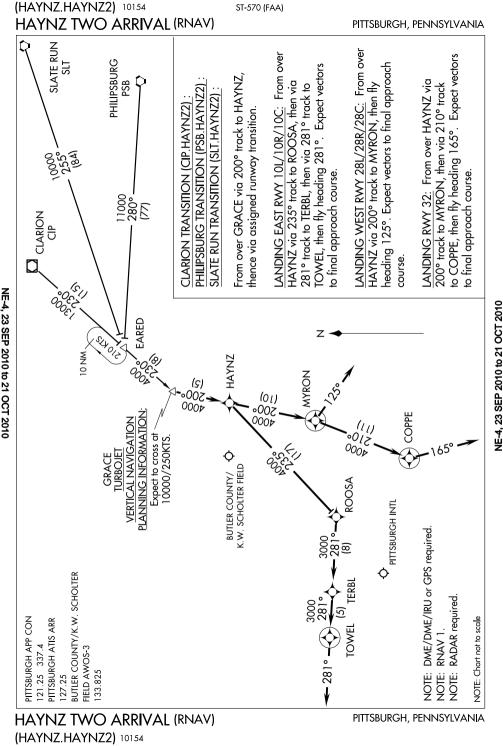
to EARED INT, then via CIP R-228 to GRACE INT. Thence.... ....From over GRACE INT:

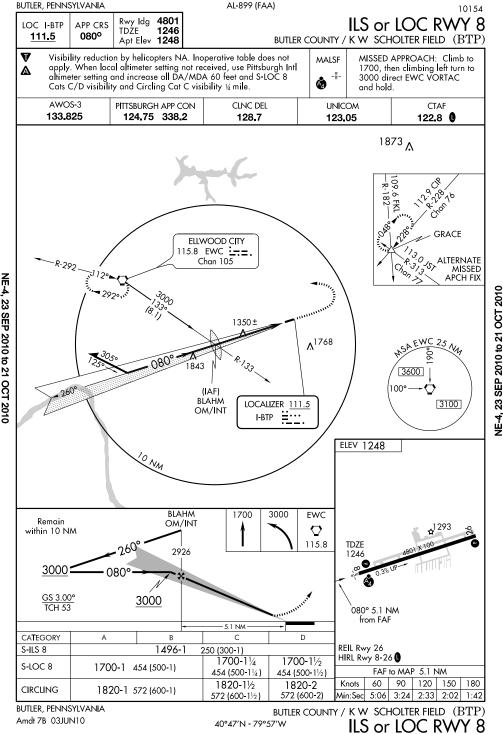
Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.

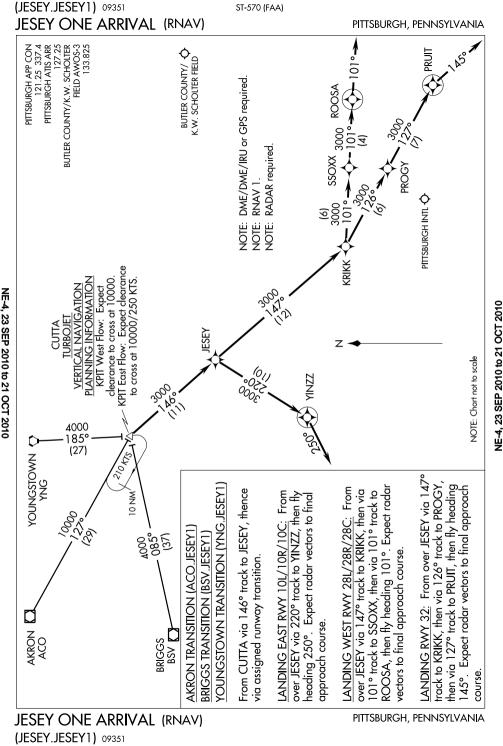
Direct EWC, direct Beaver County. Direct EWC, direct Bulter County/K. W. Scholter Field.

Direct EWC, direct Columbiana County.

# **GRACE THREE ARRIVAL**







A

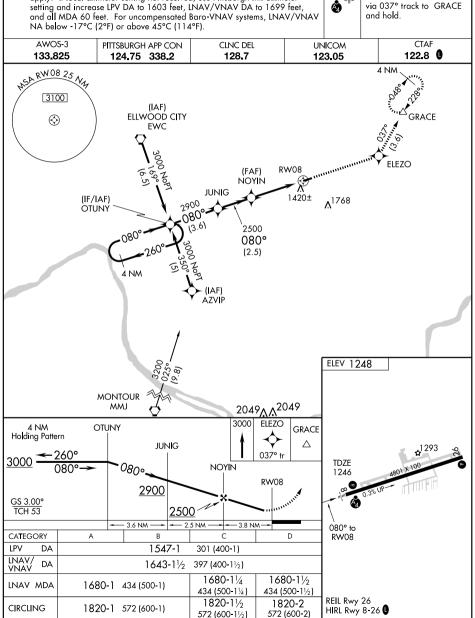
NE-4, 23 SEP 2010 to 21 OCT 2010

BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV MALSF NA when using Pittsburgh Intl altimeter setting. Inoperative table does not apply. If local altimeter setting not received, use Pittsburgh Intl altimeter

MISSED APPROACH: Climb to 3000 direct ELEZO and via 037° track to GRACE and hold.

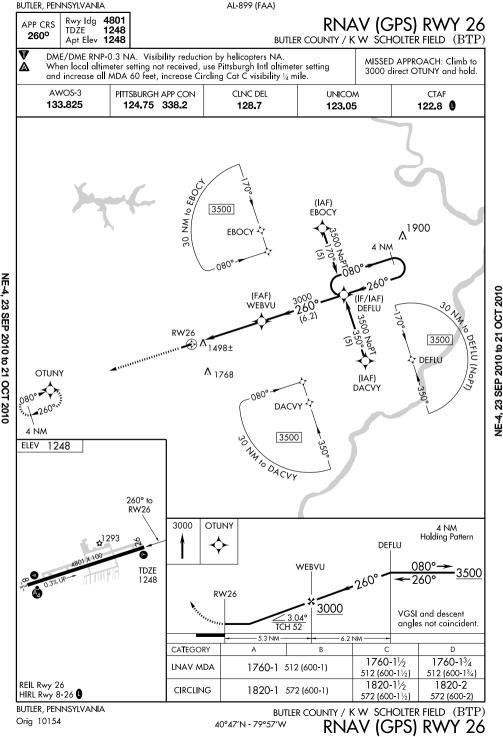
VE-4, 23 SEP 2010 to 21 OCT 2010



BUTLER, PENNSYLVANIA Orig-B 10154

BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

40°47′N - 79°57′W



S-37, D-50

Chan 105

NOTAM FILE BTP

N40°49.50'

DETROIT

L-29C

IAP

BUTLER CO/K W SCHOLTER FLD (BTP) UTC-5(-4DT)

RWY 26: REIL. PAPI(P4L)-GA 3.5° TCH 60'. Trees. AIRPORT REMARKS: Attended 1130-0200Z±, Unattended Christmas

Day. Noise abatement procedures in effect, ctc arpt manager

724-586-6665. ACTIVATE HIRL Rwy 08-26; MALSF Rwy 08, PAPI

(See BALLY)

FUEL 100LL, JET A OX 1, 2 1248 B S4 RWY 08-26: H4801X100 (ASPH-GRVD) RWY 08: MALSF, PAPI(P4L)-GA 3.0°TCH 53'.

Rwv 08 and Rwv 26—CTAF. WEATHER DATA SOURCES: AWOS-3 133.825 (724) 586-6434. SAWRS.

COMMUNICATIONS: CTAF 122.8 UNICOM 123.05 ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO) R PITTSBURGH APP/DEP CON 124.75 **CLNC DEL** 128.7 RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC

W80°12.69' 112° 12.2 NM to fld. 1227/08W. ILS 111.5 I-BTP Rwv 08.

BUTTER VALLEY GOLFPORT

### CAMOR N39°52.97′ W79°44.68′ NOTAM FILE AOO.

NDB (MHW/LOM) 299 VV 049° 6.1 NM to Connellsville. Unusable bvd 10 NM. CANADENSIS

FLYING DOLLAR (8N4) 2 N UTC-5(-4DT) N41°13.01′ W75°14.98′ S4 NOTAM FILE IPT

RWY 02-20: 2405X100 (TURF) RWY 02: Brush. RWY 20: Thid dspicd 500'. Trees.

AIRPORT REMARKS: Attended dalgt hrs. Landing north-takeoff south wind permitting. No snow removal. Rwy 02 marked by white tires. Rwy 20 dsplcd thld marked with red painted tires.

## CAPITAL CITY (See HARRISBURG)

COMMUNICATIONS: CTAF 122.9

CARBON N40°48.72′ W75°45.55′

NOTAM FILE IPT. NDB (MHW) 339 LOX at Jake Arner Memorial. Unusable byd 12 NM.

CARLISLE (N94) 2 SE UTC-5(-4DT) N40°11.28' W77°10.46'

Igts located south of rwy could be mistaken for rwy Igts. Birds and

510 S2 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE IPT RWY 10-28: H4008X60 (ASPH)

S-12.5, D-12.5 LIRL(NSTD) RWY 10: PVASI(PSIL)—GA 4.0'. Thid dsplcd 106'. Tree. C C3 RWY 28: PVASI(PSIL)-GA 3.0'. Thid dsplcd 100'. Sign. AIRPORT REMARKS: Attended 1400-2200Z‡. During ngt ops trailer park G G

### deer on and invof arpt. Rwy 10-28 rwy lgtd length avbl for night ops 3802'. TPA-1510 (1000) small acft; 2010 (1500) large and turbine powered acft. ACTIVATE NSTD LIRL Rwy 10-28 and PVASI Rwys 10 and 28-CTAF. Rwy 10-28 NSTD LIRL; first 106' Rwy 10

W77°04.17'

unlgtd; first 100' Rwy 28 unlgtd. COMMUNICATIONS: CTAF/UNICOM 122.8 (R) HARRISBURG APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY. HARRISBURG (L) VORTAC 112.5

HAR Chan 72 N40°18.13' NM to fld. Unmonitored when Capital City twr clsd.

COMM/NAV/WEATHER REMARKS: For pick-up clearance TF 800-932-0712.

225° 8.4 NM to fld. 1301/10W. LATLE NDB (LOM) 219 CX N40°10.69' W77°00.35' 285° 7.8

€3 ß O CO €3 **3** ☼ Œ €3 03 3 0 0 0 0 100 4801 YC G €3 G G (3 €3

N40°46.60′ W79°57.07′

€3

*C*3

Mobile Home Park

€3 C3 C3

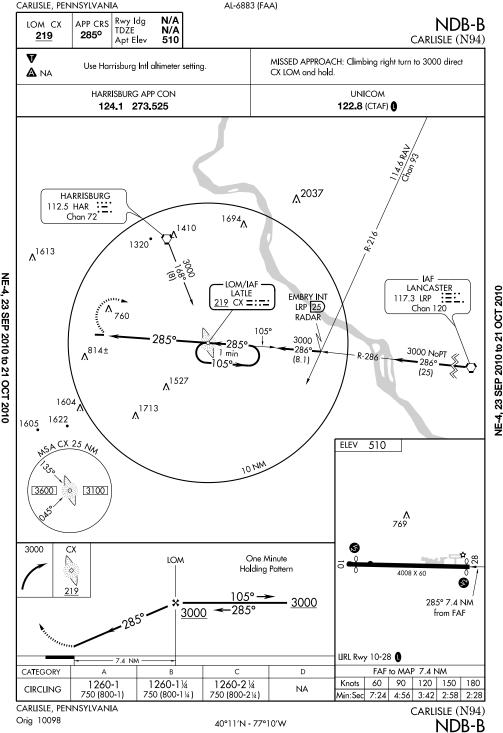
Mobile Home Park

63

CINCINNATI L-29C

**NEW YORK** 

NEW YORK L-30K. 34G DETROIT L-29E, A IAP



224 **PENNSYLVANIA** CASCADE N42°07.15′ W80°06.28′ NOTAM FILE ERI.

NDB (MHW) 272 UCP at New Castle Muni. **CENTRE HALL** CENTRE AIRPARK (N16)

> 1307 NOTAM FILE AOO RWY 06-24: 3100X210 (TURF) RWY 06: Thid dspicd 400'. Tree.

CHAMBERSBURG

697 B S2

Intl tower clsd) **CASTLE** N41°01.38′ W80°24.95′

NOTAM FILE AOO.

DETROIT

DETROIT

DETROIT

WASHINGTON

L-29D. A

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IAP

L-30H

L-30H

2 SE UTC-5(-4DT) N40°48.70′ W77°39.43′

NDB (MHW) 372 CQD 243° 3.9 NM to Erie Intl/Tom Ridge Fld. (NDB unmonitored when Erie

arpt. Rwy 06-24 not maintained winter months. Rwy 06-24 marked with red painted barrels. **COMMUNICATIONS: CTAF 122.9** 

FRANKLIN CO RGNL (N68) 3 N UTC-5(-4DT) N39°58.38′ W77°38.60′

TPA-1497(800) NOTAM FILE IPT

PENNS CAVE (N74) 4 NE UTC-5(-4DT) N40°53.42′ W77°36.15′ DETROIT 1260 NOTAM FILE AOO RWY 07-25: H2500X40 (ASPH) RWY 07: Tree. RWY 25: Tree. AIRPORT REMARKS: Attended dalgt hours. Deer on and invof arpt at ngt. 750 ft AGL mountains ½ mile south and 700 ft AGL mountain ½ mile north; both unletd and unmarked. Rwy 07-25 first 864 ft of Rwy 07 has a 3.3% upslope. No ngt ops. COMMUNICATIONS: CTAF/UNICOM 122.8

RWY 24: Thid dsplcd 400'. Tree. AIRPORT REMARKS: Attended dawn to dusk. For svc call 814-364-1479/1664. Ultralight activity on and in vicinity of

RWY 06: Pole. RWY 24: VASI(V2L)-GA 3.0°TCH 40'. Trees. Rgt tfc. AIRPORT REMARKS: Unattended, Parachute Jumping, ACTIVATE LIRL Rwy 06-24 and VASI Rwy 24-CTAF.

RWY 06-24: H3300X75 (ASPH) S-12.5

COMMUNICATIONS: CTAF/UNICOM 122.8

(R) HARRISBURG APP/DEP CON 124.1

ST THOMAS RCO 122.1R 115.0T (ALTOONA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

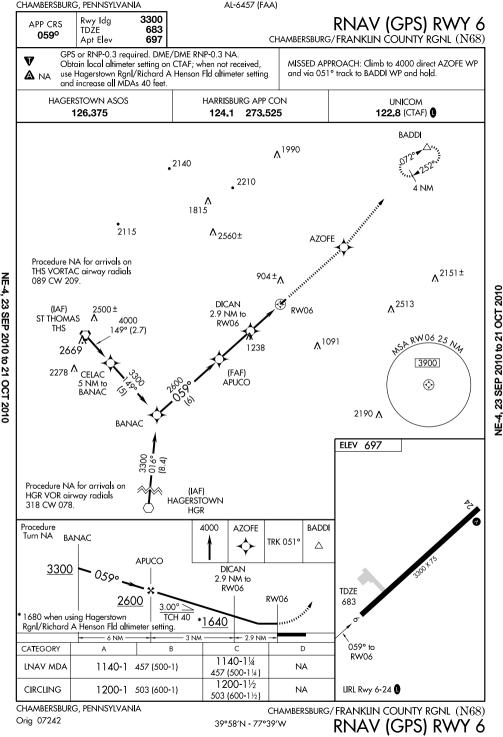
ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99' W77°57.06' 087° 14.4 NM to fld. 2340/07W. COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

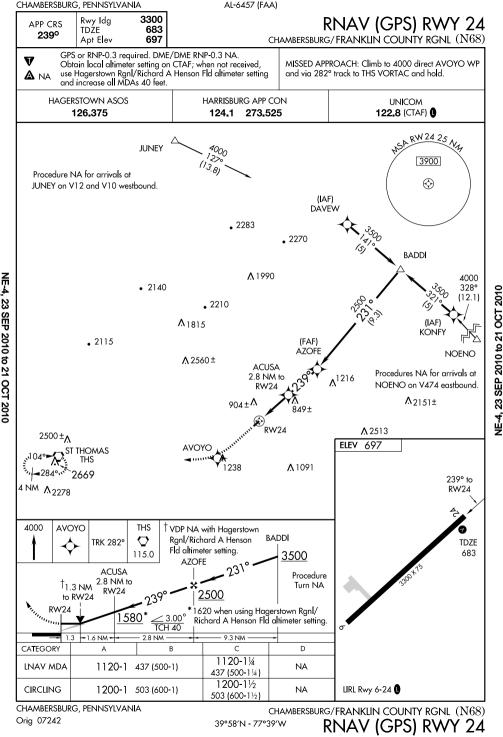
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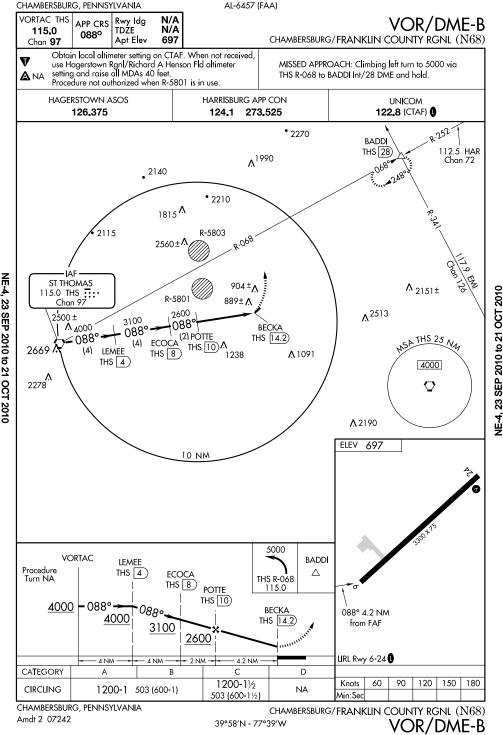
CHERRY RIDGE (See HONESDALE)

(See COATESVILLE)

CHESTER CO G. O. CARLSON









CLARION CO (AXO) 3 NW UTC-5(-4DT) N41°13.50′ W79°26.53′ FUEL 100LL, JET A NOTAM FILE AOO

RWY 06-24: H5003X75 (ASPH) S-15 MIRL 0.5% up NE

RWY 06: REIL. PAPI(P2L)-GA 3.0°TCH 40'. Scrub trees.

RWY 24: REIL. PAPI(P2L)-GA 3.0°TCH 40'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z±. Sat-Sun

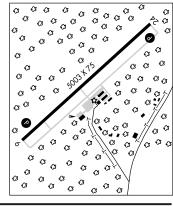
1300-1700Z‡. ACTIVATE MIRL Rwy 06-24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.275 (814) 227-2899. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) CLEVELAND CENTER APP/DEP CON 126.72

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78' W79°27.48' 015° 4.8 NM to fld. 1520/06W.



#### CLARION N41°08.78′ W79°27.48′ NOTAM FILE AOO (L) VOR/DME 112.9 CIP Chan 76 015° 4.8 NM to Clarion Co. 1520/06 W.

VOR portion unusable 215°-223°.

RCO 122.1R 112.9T (ALTOONA RADIO)

CLEARFIELD-LAWRENCE (FIG) 2 NE UTC-5(-4DT) N41°02.92′ W78°24.79′ 1516 B FUEL 100LL, JET A NOTAM FILE FIG

RWY 12-30: H4500X75 (ASPH) S-12.5 RWY 12: PAPI(P2L)-GA 3.1° TCH 29'.

RWY 30: REIL. PAPI(P4L)-GA 3.0°. TCH 27'. AIRPORT REMARKS: Attended 1300-2200Z±. After hrs call

814-765-2145/9108. CLOSED Christmas and New Years. Deer and birds on rwy periodically, ACTIVATE MIRL Rwy 12-30; REIL

Rwv 30. PAPI Rwv 12 and Rwv 30-CTAF. WEATHER DATA SOURCES: ASOS 119.275 (814) 765-9703.

COMMUNICATIONS: CTAF/UNICOM 122.725 (R) NEW YORK CENTER APP/DEP CON 134 8

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

W77°59.56' 303° 20.7 NM to fld. 2440/10W.

DETROIT H-10H, L-30H

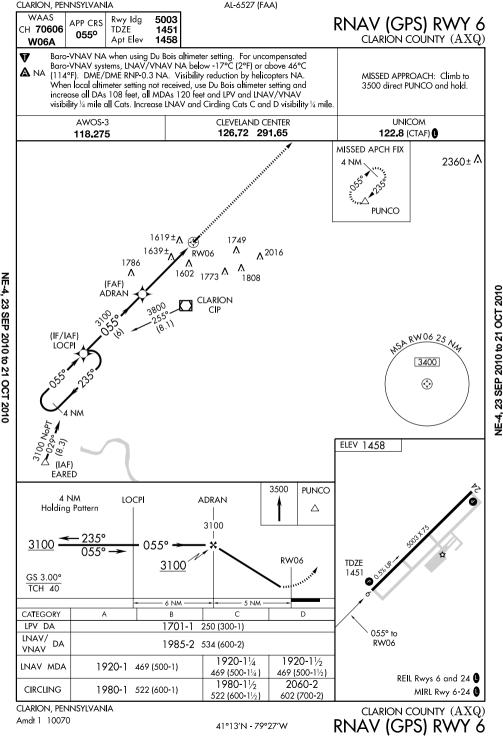
DETROIT

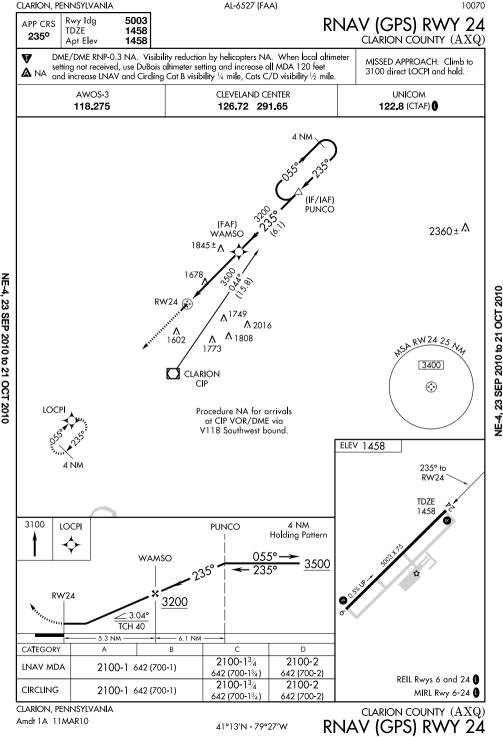
IAP

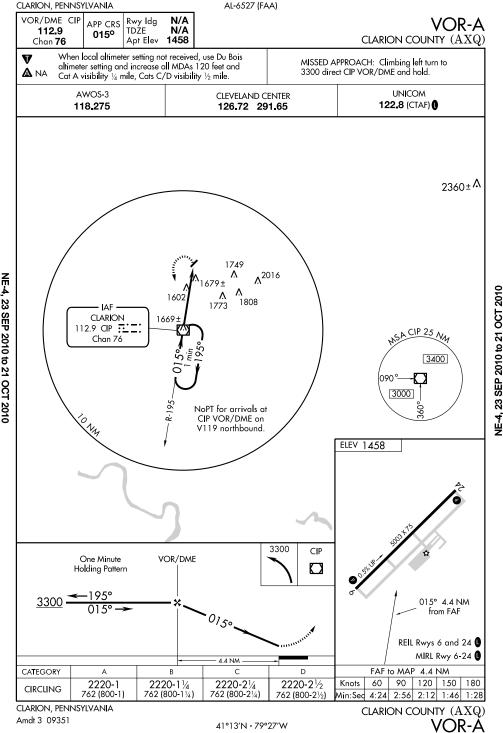
H-10H, 12I, L-30H

DETROIT

L-301 IAP €3









CLARION CO (AXO) 3 NW UTC-5(-4DT) N41°13.50′ W79°26.53′ FUEL 100LL, JET A NOTAM FILE AOO

RWY 06-24: H5003X75 (ASPH) S-15 MIRL 0.5% up NE

RWY 06: REIL. PAPI(P2L)-GA 3.0°TCH 40'. Scrub trees.

RWY 24: REIL. PAPI(P2L)-GA 3.0°TCH 40'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z±. Sat-Sun

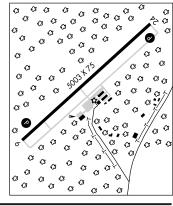
1300-1700Z‡. ACTIVATE MIRL Rwy 06-24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.275 (814) 227-2899. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) CLEVELAND CENTER APP/DEP CON 126.72

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78' W79°27.48' 015° 4.8 NM to fld. 1520/06W.



#### CLARION N41°08.78′ W79°27.48′ NOTAM FILE AOO (L) VOR/DME 112.9 CIP Chan 76 015° 4.8 NM to Clarion Co. 1520/06 W.

VOR portion unusable 215°-223°.

RCO 122.1R 112.9T (ALTOONA RADIO)

CLEARFIELD-LAWRENCE (FIG) 2 NE UTC-5(-4DT) N41°02.92′ W78°24.79′ 1516 B FUEL 100LL, JET A NOTAM FILE FIG

RWY 12-30: H4500X75 (ASPH) S-12.5 RWY 12: PAPI(P2L)-GA 3.1° TCH 29'.

RWY 30: REIL. PAPI(P4L)-GA 3.0°. TCH 27'. AIRPORT REMARKS: Attended 1300-2200Z±. After hrs call

814-765-2145/9108. CLOSED Christmas and New Years. Deer and birds on rwy periodically, ACTIVATE MIRL Rwy 12-30; REIL

Rwv 30. PAPI Rwv 12 and Rwv 30-CTAF. WEATHER DATA SOURCES: ASOS 119.275 (814) 765-9703.

COMMUNICATIONS: CTAF/UNICOM 122.725 (R) NEW YORK CENTER APP/DEP CON 134 8

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

W77°59.56' 303° 20.7 NM to fld. 2440/10W.

DETROIT H-10H, L-30H

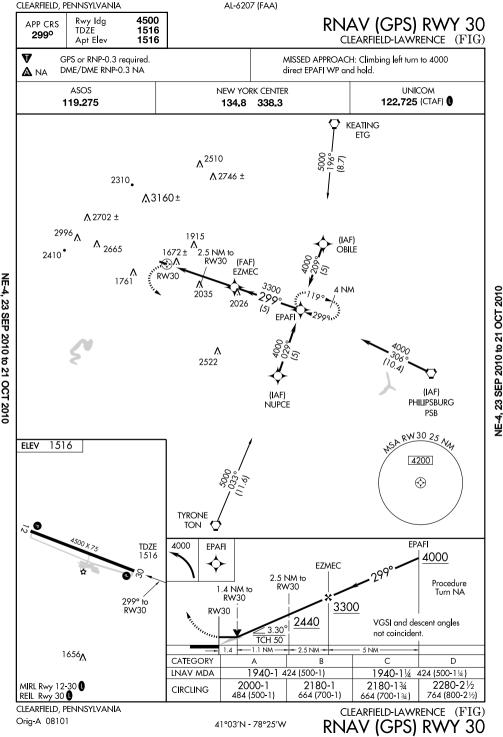
DETROIT

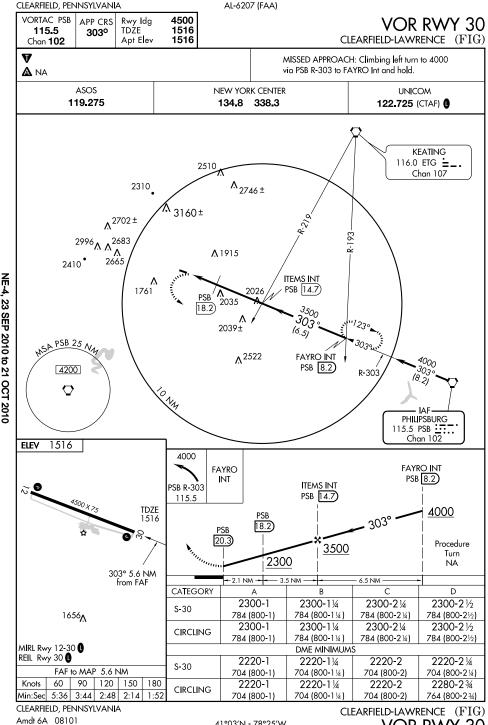
IAP

H-10H, 12I, L-30H

DETROIT

L-301 IAP €3





41°03′N - 78°25′W

VOR RWY 30

226 **PENNSYLVANIA** 

### R S4 FUEL 100LL, JET A RWY 11-29: H5400X100 (ASPH-GRVD) S-30, D-48 HIRL RWY 11: REIL VASI(V4R)-GA 3.0° TCH 51', Pole.

CHESTER CO G O CARLSON

COATESVILLE

RWY 29: REIL, PAPI(P4L)—GA 3.0° TCH 57', Trees. AIRPORT REMARKS: Attended continuously. For service after hrs ctc

484-880-2959. Migratory birds and deer on and invof arpt. Helicopter ops invof arpt south and southwest of Keystone

(MOS) 2 W UTC-5(-4DT) N39°58.74′ W75°51.93′

0X 1. 2. 3. 4

Helipad, Helicopter traffic requested to land and takeoff from rwy only. Turn right 10° departing Rwy 11 to avoid hospital 4000 ft. +164 ft water tower 1343 ft from Rwv 11 thld 1842 ft right marked with strobe lgt dalgt hours; standard obstruction lgt ngt hours. Noise abatement procedures in effect ctc FBO 610-384-9000. Twy F has barrier northeast corner. Twys have NSTD centerline markings. ACTIVATE HIRL Rwy 11-29 and REIL Rwy 11 and Rwy 29-CTAF. WEATHER DATA SOURCES: AWOS-3 126,25 (610) 384-6132 COMMUNICATIONS: CTAF/UNICOM 122.7

MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO) R PHILADELPHIA APP/DEP CON 124.35 CLNC DEL 125.6 TF

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08' W75°40.25'

ILS 108.5 I-MQS Rwy 29. Class IA.

## COLLEGEVILLE

800-354-9884

PERKIOMEN VALLEY (N1Ø) 2 NE

UTC-5(-4DT) N40°12.24′ W75°25.82′

FUEL 100LL NOTAM FILE IPT RWY 09-27: H2880X40 (ASPH) S-12.5 LIRL(NSTD) 1.0% up E

RWY 09: Thid dspicd 420'. Trees. RWY 27: Thid dsplcd 370'. Trees.

AIRPORT REMARKS: Attended 1300Z‡-dusk. ACTIVATE LIRL Rwy 09-27 and rotating bcn-CTAF. Rwy 09-27 NSTD LIRL and no rwy end lgts. Rwy 27 dsplcd thid marked with 2 parallel white lines; lgtd with 4 red and green lgts each

side of rwy, Rwy 09 dsplcd thid lgts 150' down rwy from thid markings, Rwy 09-27 NSTD basic markings, arrows small and misaligned, double threshold bar and small numbers. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) PHILADELPHIA APP/DEP CON 126.85 CLNC DEL 118.55 TF 800-354-9884 RADIO AIDS TO NAVIGATION: NOTAM FILE PTW. POTTSTOWN (L) VORTAC 116.5 PTW Chan 112 N40°13.34' W75°33.62'

**COLUMBIA** 

McGINNESS (8N7) 1 SE UTC-5(-4DT) N40°01.51' W76°29.23'

COMM/NAV/WEATHER REMARKS: For nickup clearance TE 800-932-0712

RWY 11-29: 1850X120 (TURF) RWY 11. Trees RWY 29. Trees RWY 08-26: 1800X100 (TURF) RWY 08: Trees.

COMMUNICATIONS: CTAF 122.9

NOTAM FILE IPT

RWY 26: Brush. AIRPORT REMARKS: Attended continuously. Snow removal not aybl during winter months. Rwy 08-26 and Rwy 11-29 marked with painted tires and V-boards.

H-10I, 12J, L-34G, A NOTAM FILE IPT 0.4% un F C3 C3 मेमार्द्ध ⟨3 0000 ଫ୍ଟ୍ଟ୍ଟ

301° 9.7 NM to fld. 474/09W.

109° 6.1 NM to fld. 290/09W.

WASHINGTON

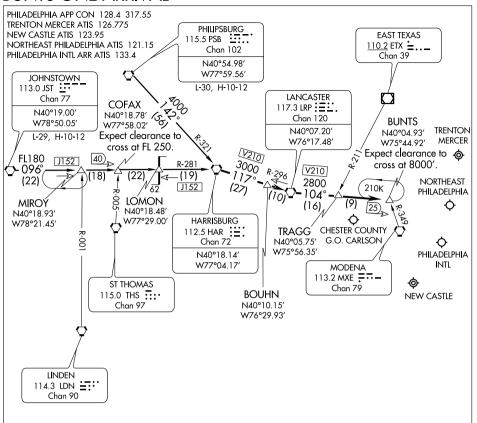
**2AWIH** 

NFW YORK L-34G. A

IAP

NEW YORK

# BUNTS ONE ARRIVAL



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

## <u>JOHNSTOWN TRANSITION (JST.BUNTS1):</u>

## PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

23 SEP 2010 to 21 OCT 2010

NE-4, 23 SEP 2010 to 21 OCT 2010

SEA ISLE 114.8 SIE :: ' Chan 95 N39°05.73′-W74°48.02′

## CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA PHILADELPHIA APP CON **◆**TRENTON MERCER 126.6 317.55 WILLOW GROVE PHILADELPHIA INTL ATIS NAS JRB ARR 133.4 0 CEDAR LAKE NORTHEAST PHILADELPHIA ATIS 115.2 VCN **∷:=**• TRENTON MERCER ATIS Chan 99 NORTHEAST N39°32.26′-W74°58.03′ CHESTER COUNTY PHILADELPHIA NAS WILLOW GROVE ATIS★ G.O. CARLSON 275.6 TURBOJET VERTICAL NAVAGATION PLANNING PHILADELPHIA NEW CASTLE ATIS INTL 123.95 INFORMATION Aircraft landing PHL expect ◈ to cross VCN at 8000'. R-121 1900 **NEW CASTLE** 301 1900 R-101 210K) 281° ≠∆ BRIGS WOODSTOWN (38)112.8 OOD **===** N39°31.41′ W74°08.33′ Chan 75 L-34 N39°38.16′-W75°18.18′ H-10-12

**RADDS** N38°38.91' W75°05.31′ SNOW HILL 112.4 SWL ::-Chan 71 N38°03.40′-W75°27.84′ L-36, H-10-12 NOTE: Chart not to scale. BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to

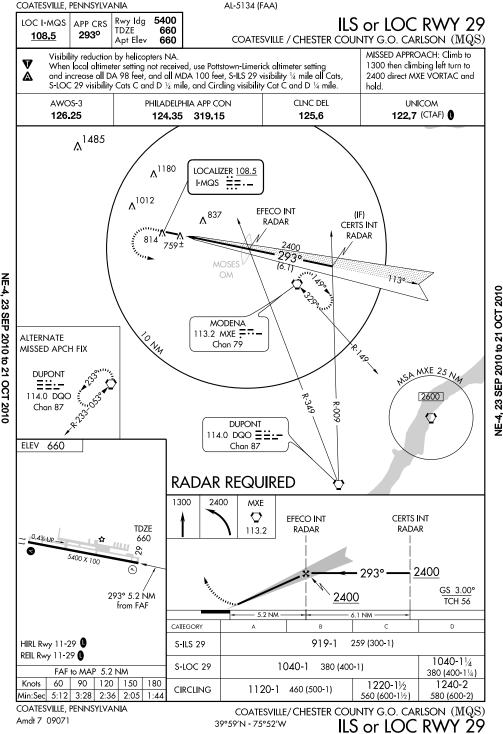
VCN VORTAC. Thence. SNOW HILL TRANSITION (SWL VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC, Thence,

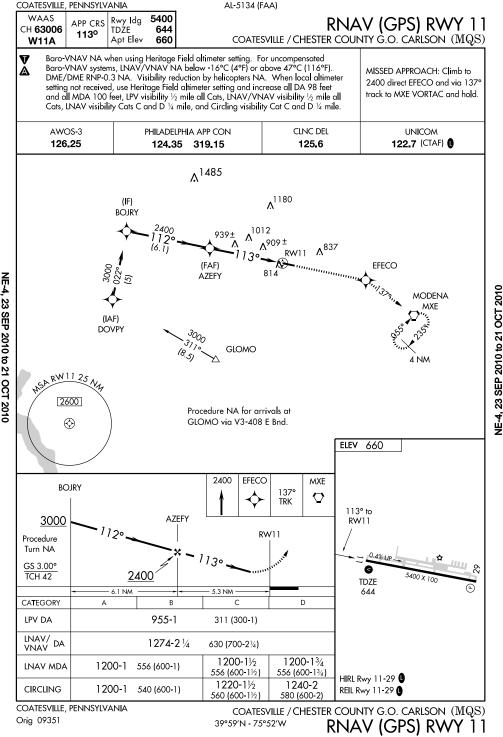
.From over VCN VORTAC:

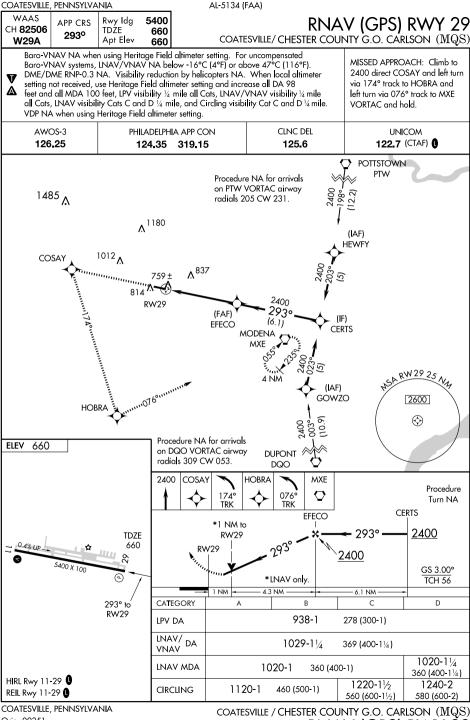
Turbojets expect radar vectors to final approach course. Non-Turbojets continue via the VCN R-301 and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

# CEDAR LAKE EIGHT ARRIVAL

(HEDGE.DPNT4) 08101 ST-320 (FAA) )UR **ARRIVAL** PHILADELPHIA, PENNSYLVANIA 14.8 SIE ::: 15.2 VCN |::| 108.6 ACY =:=: SEA ISLE Chan 95 12.6 ATR CEDAR LAKE ATLANTIC CITY WATERLOO Chan 99 Chan 73 **IRENTON** Chan 23 PHILADELPHIA NORTHEAST 11.4 ENO ::-SMYRNA Chan 51 112.4 SWL :=: R-270 -SNOW HILL PHILADELPHIA Chan 71 R-276 WILLOW GROVE R-265 -**LAVIGATION PLANNING** 8.34b Expect clearance to cross 0 N38°41.67′-W76°01.37′ **FURBOJET VERTICAL INFORMATION** (8) 510K (23) at 13,000' GARED 961 <u>\_</u> 114.0 DQO ==:--| Chan 87 (E1) CHESTER COUNTY Ó NAVIGATION PLANNING G.O. CARLSON at 10,000' and 250 Kts. Expect clearing to cross 439°26.73'-W75°38.00' W75°40.68' N39°03.67" **TURBOJET VERTICAL** DUPONT CANNY **NFORWATION** E (4) (6) N38°53.54′ W75°50.24′ HEDGE NE-4, 23 SEP 2010 to 21 OCT 2010 . (OE) 000p From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 085° (35) FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to 17.6 PXT ===== BAL ::: Chan 98 .34-36, H-10-12 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . BALTIMORE W76°24.01′ N38°17.27′ PATUXENT Chan 123 OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . 115.1 BAL INT. Expect radar vectors to final approach course prior to TERRI INT. NAVIGATION PLANNING N38°42.35′-W76°44.68′ Expect clearing to cross N38°51.29′-W76°01.41 TURBOJET VERTICAL 0000 NOTINGHAM INFORMATION at 15,000'. Chan 84 13.7 OTT **IAYBO** . 090 18,000 9 NOTE: Chart not to scale. TURBOJET AIRCRAFT only NOTE: PXT transition as assigned N38°00.81′-W78°09.18′ N37°31.71′-W77°49.69′ Chan 80 NORTHEAST PHILADELPHIA ATIS NOTE: STAR applicable to L 34-36, H 10-12 GORDONSVILLE : : NAS WILLOW GROVE ATIS ★ Chan 103 HEDGE INT. Thence. . . L-36, H-10-12 by ATC only. 15.6 GVE FLAT ROCK 13.3 FAK PHILADELPHIA APP CON PHILADELPHIA INTL ATIS TRENTON MERCER ATIS 126.6 317.55 ARR 133.4 126.775 121.15 PHILADELPHIA, RRIVAI **PENNSYLVANIA** 







Orig 09351

NE-4, 23 SEP 2010 to 21 OCT 2010

39°59'N - 75°52'W RNAV (GPS) RW

226 **PENNSYLVANIA** 

### R S4 FUEL 100LL, JET A RWY 11-29: H5400X100 (ASPH-GRVD) S-30, D-48 HIRL

CHESTER CO G O CARLSON

COATESVILLE

RWY 29: REIL, PAPI(P4L)—GA 3.0° TCH 57', Trees. AIRPORT REMARKS: Attended continuously. For service after hrs ctc

RWY 11: REIL VASI(V4R)-GA 3.0° TCH 51', Pole.

0X 1. 2. 3. 4

(MOS) 2 W UTC-5(-4DT) N39°58.74′ W75°51.93′

NOTAM FILE IPT

0.4% un F

C3 C3

484-880-2959. Migratory birds and deer on and invof arpt. Helicopter ops invof arpt south and southwest of Keystone

Helipad, Helicopter traffic requested to land and takeoff from rwy only. Turn right 10° departing Rwy 11 to avoid hospital 4000 ft. +164 ft water tower 1343 ft from Rwv 11 thld 1842 ft right marked with strobe lgt dalgt hours; standard obstruction lgt ngt hours. Noise abatement procedures in effect ctc FBO 610-384-9000. Twy F has barrier northeast corner. Twys have

NSTD centerline markings. ACTIVATE HIRL Rwy 11-29 and REIL Rwy 11 and Rwy 29-CTAF. WEATHER DATA SOURCES: AWOS-3 126,25 (610) 384-6132 COMMUNICATIONS: CTAF/UNICOM 122.7 MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)

R PHILADELPHIA APP/DEP CON 124.35 CLNC DEL 125.6 TF 800-354-9884 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08' W75°40.25'

ILS 108.5

I-MQS Rwy 29. Class IA.

COLLEGEVILLE

PERKIOMEN VALLEY (N1Ø) 2 NE UTC-5(-4DT) N40°12.24′ W75°25.82′

FUEL 100LL NOTAM FILE IPT

RWY 09-27: H2880X40 (ASPH) S-12.5 LIRL(NSTD) 1.0% up E RWY 09: Thid dspicd 420'. Trees. RWY 27: Thid dsplcd 370'. Trees.

AIRPORT REMARKS: Attended 1300Z‡-dusk. ACTIVATE LIRL Rwy 09-27 and rotating bcn-CTAF. Rwy 09-27 NSTD LIRL and no rwy end lgts. Rwy 27 dsplcd thid marked with 2 parallel white lines; lgtd with 4 red and green lgts each

side of rwy, Rwy 09 dsplcd thid lgts 150' down rwy from thid markings, Rwy 09-27 NSTD basic markings, arrows small and misaligned, double threshold bar and small numbers. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) PHILADELPHIA APP/DEP CON 126.85 CLNC DEL 118.55 TF 800-354-9884 RADIO AIDS TO NAVIGATION: NOTAM FILE PTW. POTTSTOWN (L) VORTAC 116.5 PTW Chan 112 N40°13.34' W75°33.62'

**COLUMBIA** McGINNESS (8N7) 1 SE UTC-5(-4DT) N40°01.51' W76°29.23'

NOTAM FILE IPT RWY 11-29: 1850X120 (TURF)

COMM/NAV/WEATHER REMARKS: For nickup clearance TE 800-932-0712

RWY 11. Trees RWY 29. Trees RWY 08-26: 1800X100 (TURF) RWY 08: Trees. RWY 26: Brush. AIRPORT REMARKS: Attended continuously. Snow removal not aybl during winter months. Rwy 08-26 and Rwy 11-29

COMMUNICATIONS: CTAF 122.9

marked with painted tires and V-boards.

मेमार्द्ध ⟨3 0000 ଫ୍ଟ୍ଟ୍ଟ 301° 9.7 NM to fld. 474/09W.

**2AWIH** 

NFW YORK L-34G. A

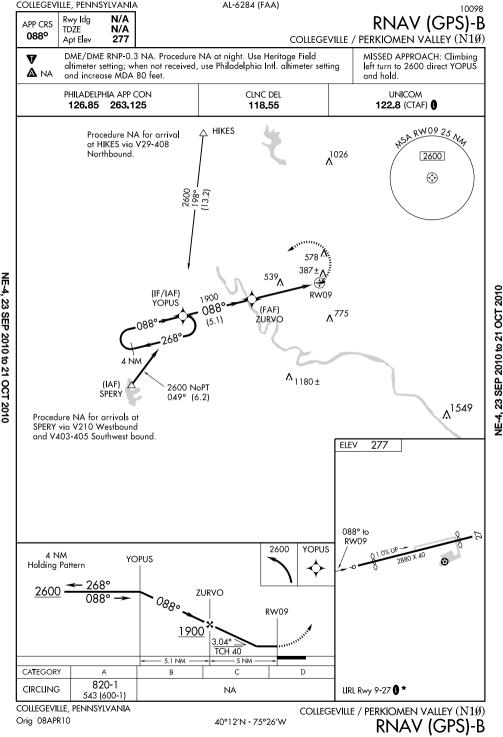
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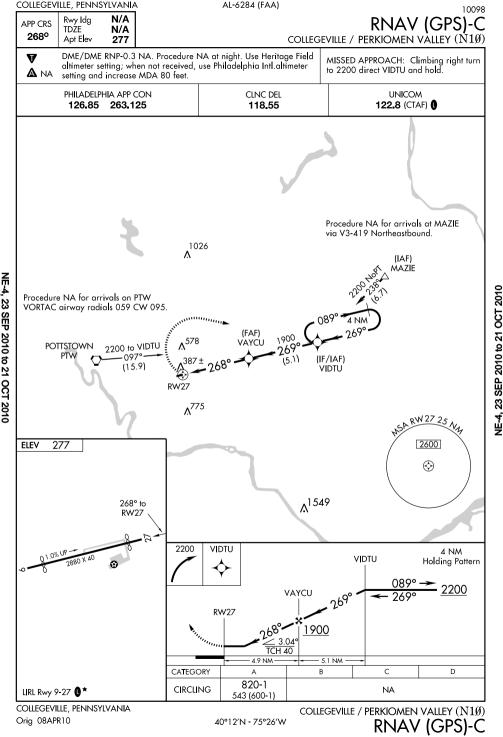
NEW YORK

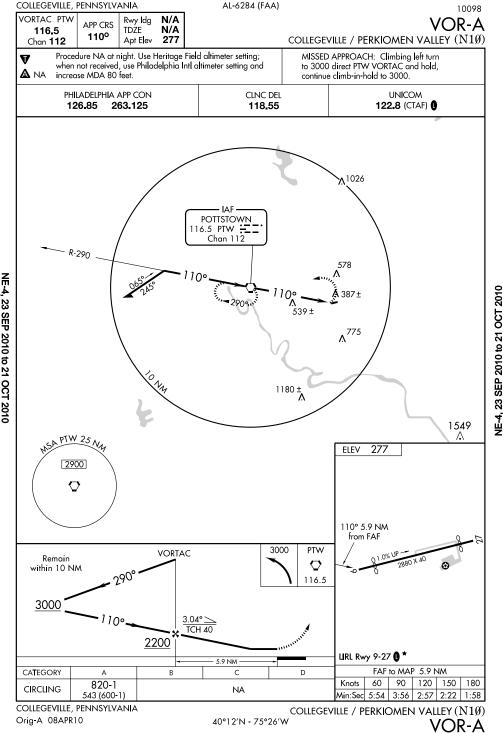
109° 6.1 NM to fld. 290/09W.

WASHINGTON

H-10I, 12J, L-34G, A







RWY 23: PAPI(P2R)-GA 3.0° TCH 20'. Brush.

CONNELLSVILLE JOSEPH A. HARDY CONNELLSVILLE (VVS) 4 SW UTC-5(-4DT) N39°57.54′ W79°39.45′ R S2 FUEL 100LL, JET A TPA-2067(800) NOTAM FILE AOO

S-12.5

RWY 14: PAPI(P2L)—GA 3.0° TCH 40', Brush. Rwv 32: Trees. AIRPORT REMARKS: Attended 1300-0000Z‡. Parachute Jumping. Rwy 05 has a 110 ft relocated thid, Rwy 23 has a 265 ft relocated thid for taxi only. Rwy 14 has a 315' relocated thid, Rwy 32 has a 260' relocated thid for taxi only. ACTIVATE MIRL Rwy 05-23 and Rwy 14-32 and REIL Rwy 05-CTAF. Ldg fee for all acft over 6,000 pounds

RWY 05-23: H3832X100 (ASPH) S-12.5

RWY 14-32: H2404X100 (ASPH)

RWY 05: REIL, PAPI(P2L)—GA 3.0° TCH 40'.

gross weight waived for fuel purchase. WEATHER DATA SOURCES: AWOS-3 133.32 724-626-8745 COMMUNICATIONS: CTAF/UNICOM 122.8 CLEVELAND CENTER APP/DEP CON 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. INDIAN HEAD (L) VORTAC 108.2 IHD

ILS 110.7 Rwy 05.

CAMOR NDB (MHW/LOM) 299 VV N39°52.97′ W79°44.68′ 049° 5.8 NM to fld. Unusable beyond 10 NM. CORRY-LAWRENCE

(8G2) 1 S

COMMUNICATIONS: CTAF/UNICOM 122.8

ERIE DEP CON 121.0 (1100-0500Z‡)

RWY 14: REIL. Bldg.

COVE VALLEY

DANVILLE

1240 NOTAM FILE IPT RWY 09-27: 1000X100 (TURF) RWY 09: Brush.

AIRPORT REMARKS: Unattended. COMMUNICATIONS: CTAF 122.9

(8N8)

S4

RWY N9. Trees

bcn-CTAF.

RWY 09-27: H3000X60 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) WILKES-BARRE APP/DEP CON 126.3 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. MILTON (L) VORTACW 109.2 MIP

**CRESCO** 

FUEL 100LL, JET A NOTAM FILE AOO RWY 14-32: H4100X75 (ASPH) S-12.5

Chan 19 N39°58.45′ W79°21.50′ 272° 14.1 NM to fld. 2820/06W.

RWY 32: REIL.

LOM CAMOR NDB. LOC only. LOC unmonitored indef. UTC-5(-4DT) N41°54.45′ W79°38.46′

MIRL

1.2% up NE

MIRL 0.4% up SE

AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt. Rwy

€3

NDB (MHW) 410 CYE 044° 9.1 NM to Wilkes-Barre/Scranton Intl. NDB unusable beyond 15 NM.

MIRI

N40°56.90' W76°38.64'

AIRPORT REMARKS: Unattended. Call ahead 570-336-7639, 570-784-6289. ACTIVATE MIRL Rwy 09-27 and rotating

Chan 29 N41°01.40′ W76°39.92′ 177° 4.6 NM to fld. 1000/09W.

ROCKY HILL ULTRALIGHT (48P) 1 SE UTC-5(-4DT) N41°08.87' W75°16.50'

RWY 27: Trees.

CRYSTAL LAKE N41°12.62′ W75°49.91′ NOTAM FILE AVP.

RWY 27: Trees.

UTC-5(-4DT)

S-125

NOTAM FILE IPT

3 SW

FUEL 100LL

(See WILLIAMSBURG)

TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78' W79°25.04' 328° 15.4 NM to fld. 1710/09W. NDB (MHW) 258 ORJ N41°54.76′ W79°38.91′

ERIE APP CON 121.0 126.05 (1100-0500Z‡) CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z‡) RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

TIDIOUTE RCO 122.1R 117.6T (ALTOONA RADIO)

14-32 cracks developing causing some uneven pavement. ACTIVATE MIRL Rwy 14-32 and REIL Rwys 14 and 32-CTAF.

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**NEW YORK** 

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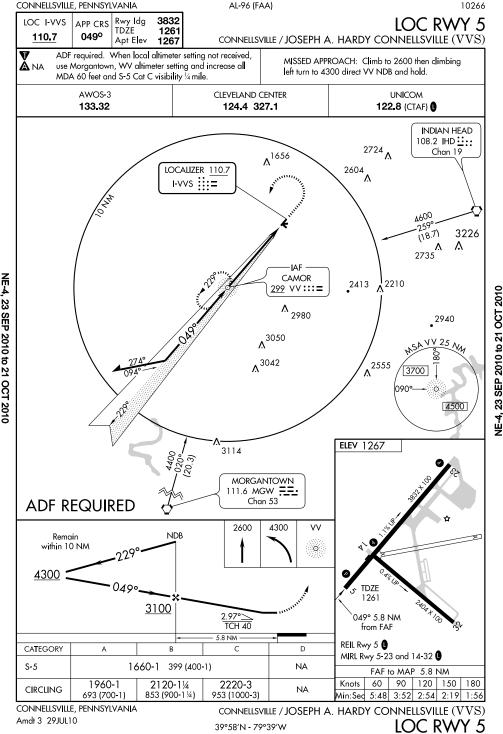
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DETROIT L-30H IAP

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IAP



RWY 23: PAPI(P2R)-GA 3.0° TCH 20'. Brush.

CONNELLSVILLE JOSEPH A. HARDY CONNELLSVILLE (VVS) 4 SW UTC-5(-4DT) N39°57.54′ W79°39.45′ R S2 FUEL 100LL, JET A TPA-2067(800) NOTAM FILE AOO

S-12.5

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RWY 05-23: H3832X100 (ASPH) S-12.5

RWY 14-32: H2404X100 (ASPH)

RWY 05: REIL, PAPI(P2L)—GA 3.0° TCH 40'.

gross weight waived for fuel purchase. WEATHER DATA SOURCES: AWOS-3 133.32 724-626-8745 COMMUNICATIONS: CTAF/UNICOM 122.8 CLEVELAND CENTER APP/DEP CON 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. INDIAN HEAD (L) VORTAC 108.2 IHD

ILS 110.7 Rwy 05.

CAMOR NDB (MHW/LOM) 299 VV N39°52.97′ W79°44.68′ 049° 5.8 NM to fld. Unusable beyond 10 NM. CORRY-LAWRENCE

(8G2) 1 S

COMMUNICATIONS: CTAF/UNICOM 122.8

ERIE DEP CON 121.0 (1100-0500Z‡)

RWY 14: REIL. Bldg.

COVE VALLEY

DANVILLE

1240 NOTAM FILE IPT RWY 09-27: 1000X100 (TURF) RWY 09: Brush.

AIRPORT REMARKS: Unattended. COMMUNICATIONS: CTAF 122.9

(8N8)

S4

RWY N9. Trees

bcn-CTAF.

RWY 09-27: H3000X60 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) WILKES-BARRE APP/DEP CON 126.3 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. MILTON (L) VORTACW 109.2 MIP

**CRESCO** 

FUEL 100LL, JET A NOTAM FILE AOO RWY 14-32: H4100X75 (ASPH) S-12.5

Chan 19 N39°58.45′ W79°21.50′ 272° 14.1 NM to fld. 2820/06W.

RWY 32: REIL.

LOM CAMOR NDB. LOC only. LOC unmonitored indef. UTC-5(-4DT) N41°54.45′ W79°38.46′

MIRL

1.2% up NE

MIRL 0.4% up SE

AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt. Rwy

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NDB (MHW) 410 CYE 044° 9.1 NM to Wilkes-Barre/Scranton Intl. NDB unusable beyond 15 NM.

MIRI

N40°56.90' W76°38.64'

AIRPORT REMARKS: Unattended. Call ahead 570-336-7639, 570-784-6289. ACTIVATE MIRL Rwy 09-27 and rotating

Chan 29 N41°01.40′ W76°39.92′ 177° 4.6 NM to fld. 1000/09W.

ROCKY HILL ULTRALIGHT (48P) 1 SE UTC-5(-4DT) N41°08.87' W75°16.50'

RWY 27: Trees.

CRYSTAL LAKE N41°12.62′ W75°49.91′ NOTAM FILE AVP.

RWY 27: Trees.

UTC-5(-4DT)

S-125

NOTAM FILE IPT

3 SW

FUEL 100LL

(See WILLIAMSBURG)

TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78' W79°25.04' 328° 15.4 NM to fld. 1710/09W. NDB (MHW) 258 ORJ N41°54.76′ W79°38.91′

ERIE APP CON 121.0 126.05 (1100-0500Z‡) CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z‡) RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

TIDIOUTE RCO 122.1R 117.6T (ALTOONA RADIO)

14-32 cracks developing causing some uneven pavement. ACTIVATE MIRL Rwy 14-32 and REIL Rwys 14 and 32-CTAF.

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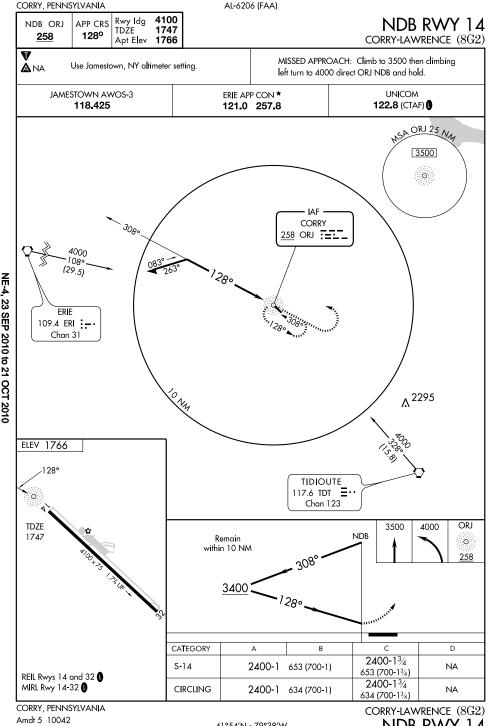
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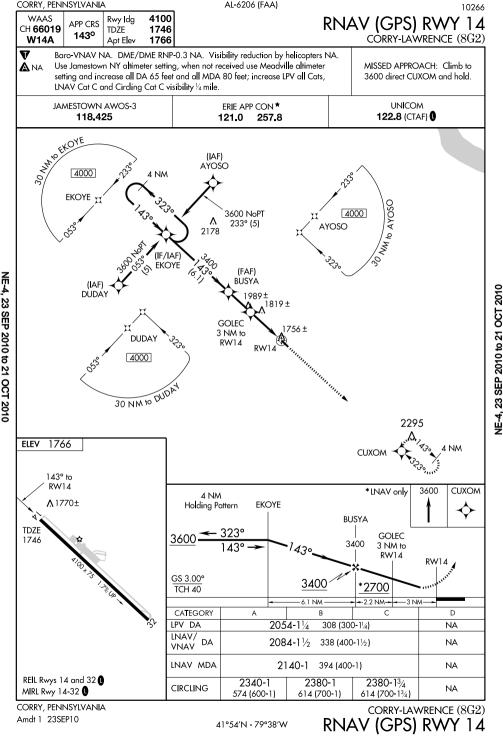
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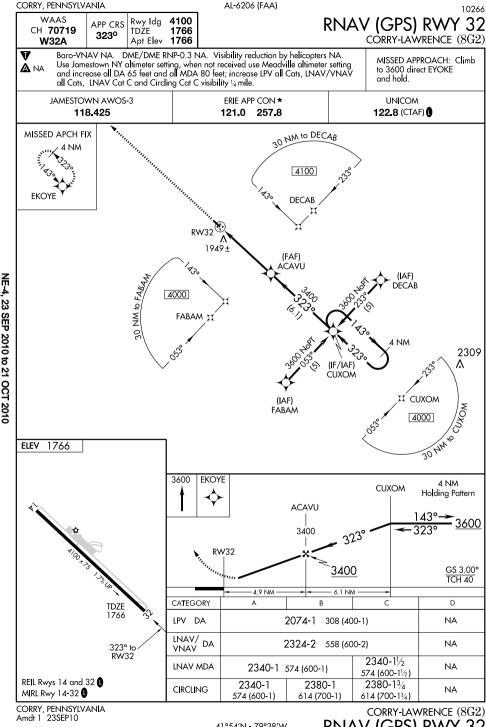
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AL-6206 (FAA)

NE-4, 23 SEP 2010 to 21 OCT 2010

CORRY, PENNSYLVANIA

**PENNSYLVANIA** 228

DECK (See MYERSTOWN)

DONEGAL SPRINGS AIRPARK (See MOUNT JOY/MARIETTA)

DOVER

LAZY B RANCH (OP8) 3 E

UTC-5(-4DT) N40°01.35' W76°49.00'

450 NOTAM FILE IPT

RWY 05-23: 2600X100 (TURF) LIRL RWY 05: Pline.

AIRPORT REMARKS: Unattended. Ctc arpt manager 717292-7029. Rwy edge markers black/white colors positioned

every 200' both sides of rwy. For LIRL Rwy 05-23 key 122.9 five times. **COMMUNICATIONS: CTAF 122.9** 

DOYLESTOWN (DYL) 2 N UTC-5(-4DT) N40°19.98′ W75°07.34′ FUEL 100LL, JET A OX 4 TPA-1394(1000) NOTAM FILE DYL

RWY 05-23: H3004X60 (ASPH) S-12 MIRL RWY 05: SAVASI(S2L)-GA 5.0°. Tree. RWY 23: REIL. PAPI(P2L)-GA 3.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended 1200Z‡-dusk. No svcs avbl Christmas and New Years. Touch and go ldgs prohibited. Midfield twy clsd indef.

Noise abatement procedures in effect; ctc arpt manager 215-340-0707, ACTIVATE REIL Rwv 23-CTAF. WEATHER DATA SOURCES: ASOS 118.875 (215) 345-0392.

COMMUNICATIONS: CTAF/UNICOM 122 975 (R) PHILADELPHIA APP/DEP CON 123 8 CLNC DEL 118.55 TF 800-354-9884

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV. YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20' W74°54.46' 306° 11 NM to fld. 300/10W.

DUBOIS RGNL (DUJ) 7 NW UTC-5(-4DT) N41°10.70′ W78°53.92′ 1817 R FUEL 100LL, JET A TPA-2800(983) NOTAM FILE DUJ RWY 07-25: H5503X100 (ASPH-GRVD) S-45, D-60, 2D-93

PCN 18 F/C/X/U HIRL RWY 07: REIL. VASI(V4L)-GA 3.0°TCH 30'. RWY 25: MALSR, PAPI(P4L)-GA 3.0° TCH 57'. RUNWAY DECLARED DISTANCE INFORMATION

RWY 25: TORA-5504 TODA-5504 ASDA-5504 LDA-5504 AIRPORT REMARKS: Attended Sun-Fri 1000-0300Z‡, Sat 1100-0100Z‡. Flocks of birds on and invof arpt. PPR 24 hours for air carrier operations with more than 30 passenger seats call arpt manager 814-328-5311. ACTIVATE HIRL Rwy 07-25; REIL and

RWY 07: TORA-5504 TODA-5504 ASDA-5504 LDA-5504

VASI Rwy 07; MALSR Rwy 25; twy lgts-CTAF. WEATHER DATA SOURCES: ASOS 119.025 (814) 328-5140. COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.2 (ALTOONA RADIO)

II\$ 109.9 I-DIII Rwy 25 II.S unmonitored

R CLEVELAND CENTER APP/DEP CON 126.72 AIRSPACE: CLASS E svc Mon-Fri 1025-0330Z‡, Sat 1300-2300Z‡, Sun 1300-0330Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

Class II. ARFF Index A H-10H, 12I, L-30I 5503 X 100 C3 C3 €3

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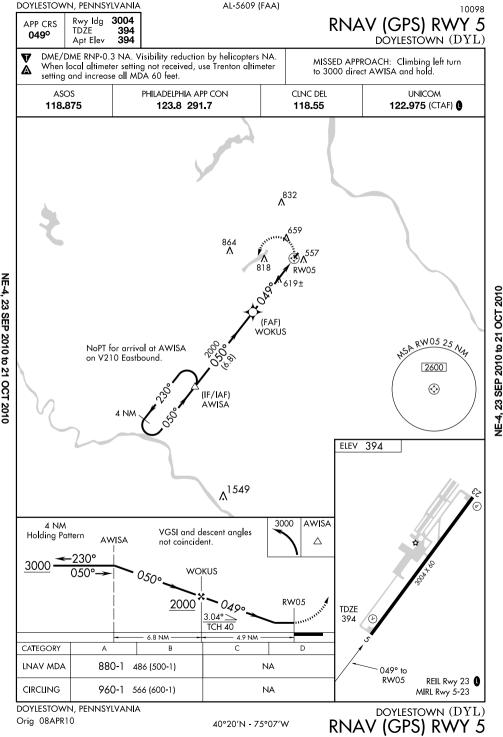
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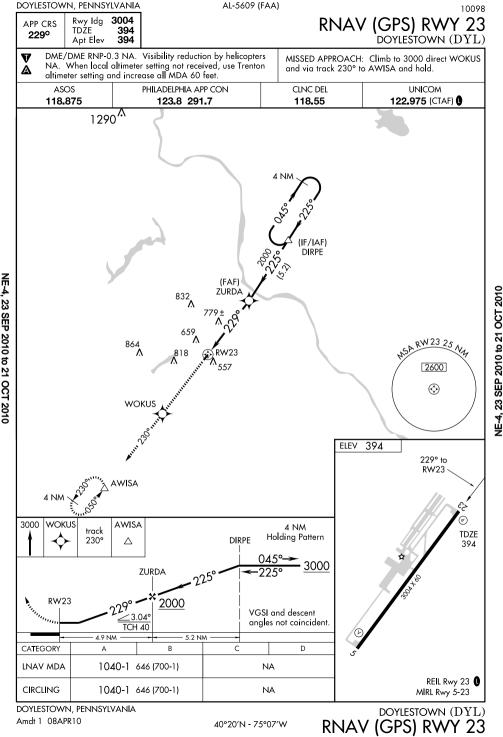
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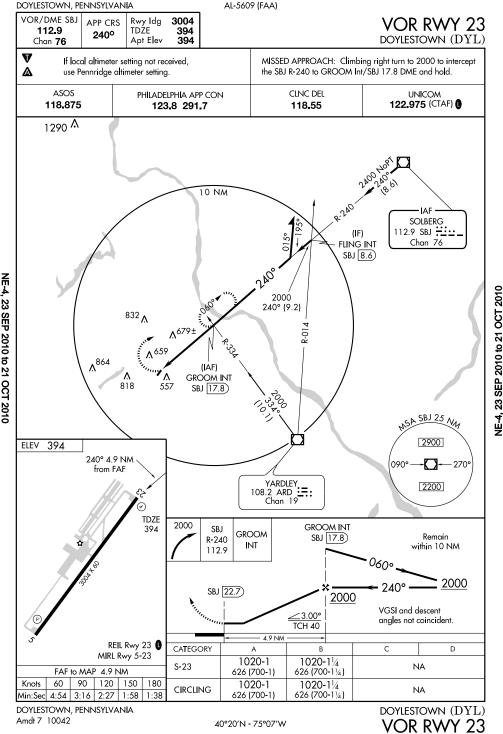
DETROIT

IAP

CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78' W79°27.48' 091° 25.4 NM to fld. 1520/06W.







**PENNSYLVANIA** 228

DECK (See MYERSTOWN)

DONEGAL SPRINGS AIRPARK (See MOUNT JOY/MARIETTA)

DOVER

LAZY B RANCH (OP8) 3 E

UTC-5(-4DT) N40°01.35' W76°49.00'

450 NOTAM FILE IPT

RWY 05-23: 2600X100 (TURF) LIRL RWY 05: Pline.

AIRPORT REMARKS: Unattended. Ctc arpt manager 717292-7029. Rwy edge markers black/white colors positioned

every 200' both sides of rwy. For LIRL Rwy 05-23 key 122.9 five times. **COMMUNICATIONS: CTAF 122.9** 

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Noise abatement procedures in effect; ctc arpt manager 215-340-0707, ACTIVATE REIL Rwv 23-CTAF. WEATHER DATA SOURCES: ASOS 118.875 (215) 345-0392.

COMMUNICATIONS: CTAF/UNICOM 122 975 (R) PHILADELPHIA APP/DEP CON 123 8 CLNC DEL 118.55 TF 800-354-9884

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV. YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20' W74°54.46' 306° 11 NM to fld. 300/10W.

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VASI Rwy 07; MALSR Rwy 25; twy lgts-CTAF. WEATHER DATA SOURCES: ASOS 119.025 (814) 328-5140. COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.2 (ALTOONA RADIO)

II\$ 109.9 I-DIII Rwy 25 II.S unmonitored

R CLEVELAND CENTER APP/DEP CON 126.72 AIRSPACE: CLASS E svc Mon-Fri 1025-0330Z‡, Sat 1300-2300Z‡, Sun 1300-0330Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

Class II. ARFF Index A H-10H, 12I, L-30I 5503 X 100 C3 C3 €3

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**NEW YORK** 

**NEW YORK** 

L-34G, A

C3 C3 (g (3 (3 රු ර

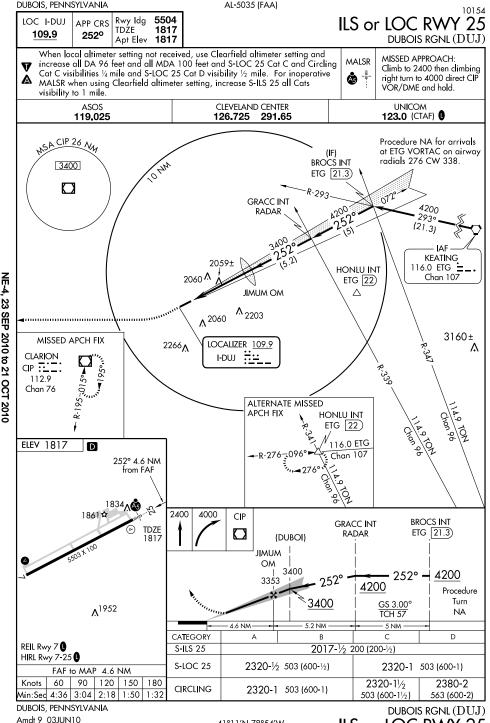
IAP

**(3** 

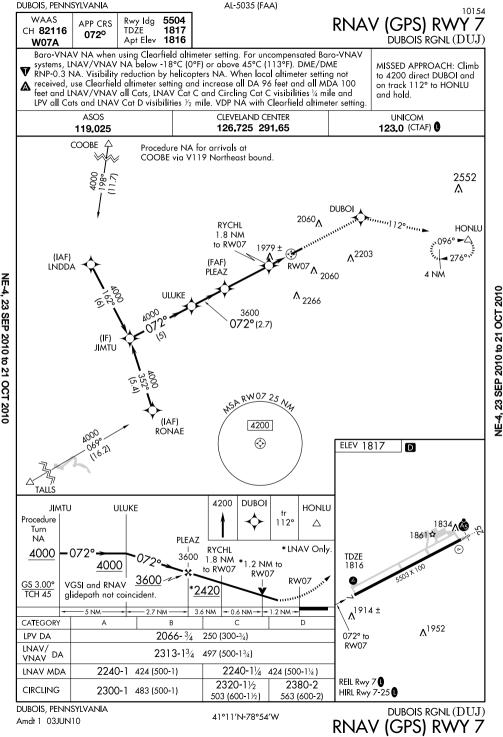
DETROIT

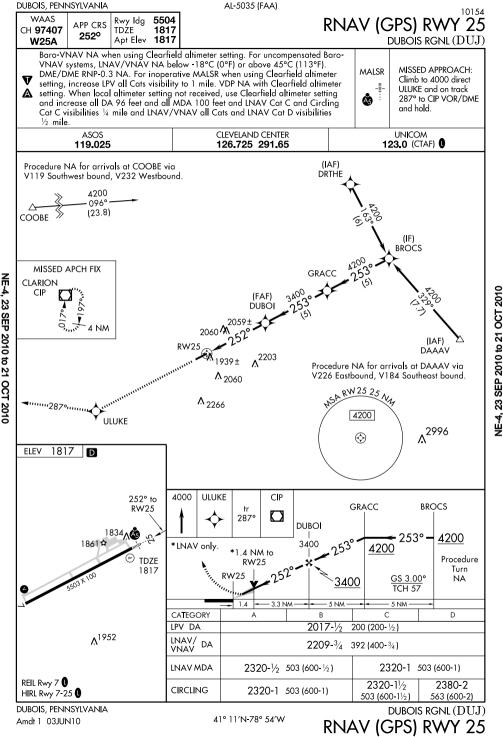
IAP

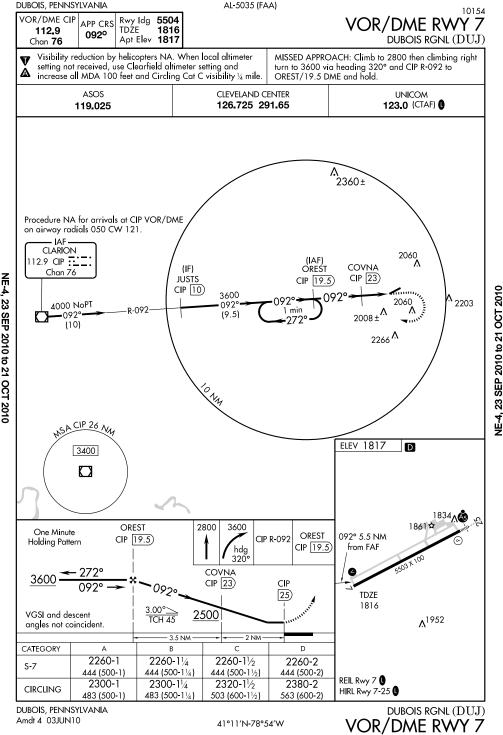
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78' W79°27.48' 091° 25.4 NM to fld. 1520/06W.



ILS or LOC RWY 25







NEW YORK

L-33A, 34H

# **EASTON**

BRADEN AIRPARK (N43) 3 N UTC-5(-4DT)N40°44.53' W75°14.58' 399 B S4 FUEL 100LL NOTAM FILE IPT

RWY 18-36: H1956X165 (ASPH-TURF) LIRL (NSTD) 0.5% up N RWY 18: Thid dspicd 192', Bidg.

RWY 36: Tree.

AIRPORT REMARKS: Attended dalgt hours. Aprt unattended Christmas. Rwy 18-36 1956' by 50' asph aligned in center of 165' turf strip.

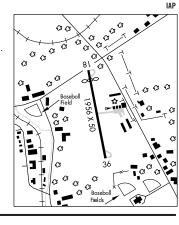
Aircraft may not be visible on all parts of field. Rwy 18-36 NSTD LIRL, no rwy end or thid lights. COMMUNICATIONS: CTAF/UNICOM 123.0

(R) ALLENTOWN APP/DEP CON 124.45 (Above 3000' from South) 119.65

(Above 3000' from North) 118.2 (3000' and blo) RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.

EAST STROUDSBURG

ALLENTOWN (L) VORTAC 117.5 FJC Chan 122 N40°43.60' W75°27 29' 094° 9.7 NM to fld. 680/10W.



### STROUDSBURG-POCONO (N53) 3 N UTC-5(-4DT) S4 FUEL 100LL, JET A TPA-1280(800) NOTAM FILE IPT

RWY 08-26: H3087X30 (ASPH) LIRL (NSTD) 0.3% up E

RWY 08: Thid dspicd 100'. Trees. RWY 26: Thid dspicd 770'. Trees.

100LL self-serve with credit card, Parachute Jumping, Deer on and invof arpt. Ultralgts on and invof arpt. Rwy 08-26 NSTD LIRL due to placement and color, Rwy 26 end lgts offset from rwy centerline. Rwy 08 thld markings obscured with rubber. Alligator

AIRPORT REMARKS: Attended on call. For svc call 239-289-6703.

STILLWATER RCO 122.1R 109.6T (MILLVILLE RADIO)

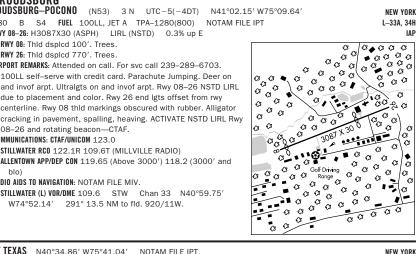
(R) ALLENTOWN APP/DEP CON 119.65 (Above 3000') 118.2 (3000' and blo)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

08-26 and rotating beacon—CTAF. COMMUNICATIONS: CTAF/UNICOM 123.0

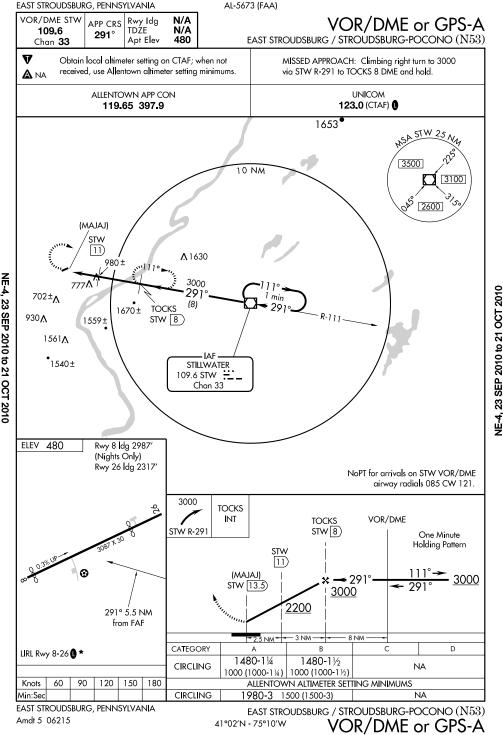
STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40°59 75'

W74°52.14′ 291° 13.5 NM to fld. 920/11W.



EAST TEXAS N40°34.86' W75°41.04' NOTAM FILE IPT. (L) VORW/DME 110.2 ETX Chan 39 103° 9 NM to Allentown Queen City Muni. 742/09W.

H-101, L-30K, 34G



N40°44.53' W75°14.58'

NEW YORK

L-33A, 34H

### **EASTON** BRADEN AIRPARK

EAST STROUDSBURG

UTC-5(-4DT)399 B S4 FUEL 100LL NOTAM FILE IPT

RWY 18-36: H1956X165 (ASPH-TURF) LIRL (NSTD) 0.5% up N RWY 18: Thid dspicd 192', Bidg.

(N43) 3 N

RWY 36: Tree.

AIRPORT REMARKS: Attended dalgt hours. Aprt unattended Christmas. Rwy 18-36 1956' by 50' asph aligned in center of 165' turf strip.

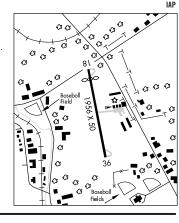
Aircraft may not be visible on all parts of field. Rwy 18-36 NSTD LIRL, no rwy end or thid lights.

COMMUNICATIONS: CTAF/UNICOM 123.0 (R) ALLENTOWN APP/DEP CON 124.45 (Above 3000' from South) 119.65

(Above 3000' from North) 118.2 (3000' and blo)

RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.

ALLENTOWN (L) VORTAC 117.5 FJC Chan 122 N40°43.60' W75°27 29' 094° 9.7 NM to fld. 680/10W.



### STROUDSBURG-POCONO (N53) 3 N UTC-5(-4DT) S4 FUEL 100LL, JET A TPA-1280(800) NOTAM FILE IPT

RWY 08-26: H3087X30 (ASPH) LIRL (NSTD) 0.3% up E

RWY 08: Thid dspicd 100'. Trees.

RWY 26: Thid dspicd 770'. Trees. AIRPORT REMARKS: Attended on call. For svc call 239-289-6703.

100LL self-serve with credit card, Parachute Jumping, Deer on and invof arpt. Ultralgts on and invof arpt. Rwy 08-26 NSTD LIRL due to placement and color, Rwy 26 end lgts offset from rwy centerline. Rwy 08 thld markings obscured with rubber. Alligator cracking in pavement, spalling, heaving, ACTIVATE NSTD LIRL Rwy 08-26 and rotating beacon—CTAF.

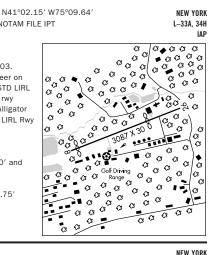
COMMUNICATIONS: CTAF/UNICOM 123.0 STILLWATER RCO 122.1R 109.6T (MILLVILLE RADIO) (R) ALLENTOWN APP/DEP CON 119.65 (Above 3000') 118.2 (3000' and

blo)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

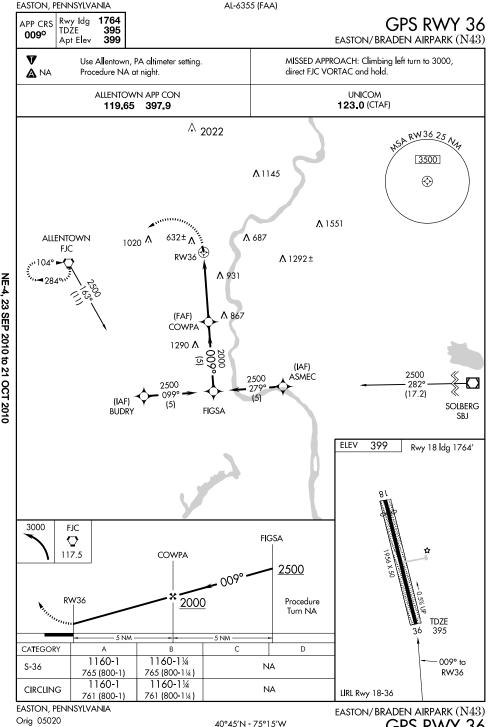
STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40°59 75'

W74°52.14′ 291° 13.5 NM to fld. 920/11W.

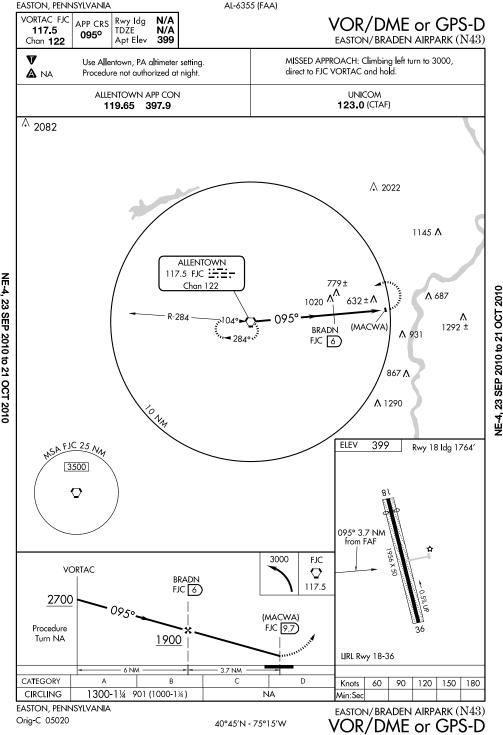


EAST TEXAS N40°34.86' W75°41.04' NOTAM FILE IPT. (L) VORW/DME 110.2 ETX Chan 39 103° 9 NM to Allentown Queen City Muni. 742/09W.

H-101, L-30K, 34G



GPS RWY 36



## PENNSYLVANIA 230 (9G8) 3 SW UTC-5(-4DT)

RWY 25. Trees

AIRPORT REMARKS: Attended Mon-Fri 1300-1600Z±. Sat and Sun irregularly. Attended after hrs on req. Deer on and invof arpt. Rwy 11U-29U ruts and long grass. Rwy 11U-29U for ultralights only.

RWY 11-29 ULTRALIGHT: 1636X150 (TURF-DIRT)

RWY 07-25: H3204X50 (ASPH) S-12.5

RWY 29 III TRAI IGHT. Trees RWY 11 III TRAILIGHT: Trees

NOTAM FILE AOO

MIRL

Rvw 11U-29U rwv boundary marked with vellow barrels. ACTIVATE MIRL Rwv 07-25 and twv lgts-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

N40°27 67' W78°46 52'

0.6% up NE

REVLOC RCO 122.1R 110.6T (ALTOONA RADIO) CLEVELAND CENTER APP/DEP CON 121.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ACC REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32 79'

W78°44.82' 203° 5.3 NM to fld. 2340/09W.

3 SE UTC-5(-4DT) N40°07.84' W80°05.77'

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## 1210

**EIGHTY FOUR** BANDEL

FRENSRIIRG

2099 B FUEL 100LL

RWY N7. Brush

NOTAM FILE AOO RWY 01-19: 2260X100 (TURF-DIRT) RWY 19. Trees

RWY N1. Hill

(22D)

Center 20 ft of rwy is gravel, turf on both sides of center gravel strip. Rwy 01-19 marked with flush white bucket lids boundary markers. Rwy ends marked with red cones. COMMUNICATIONS: CTAF 122.9

**ELLWOOD CITY** N40°49.50′ W80°12.69′ (H) VORTAC 115.8 EWC

AIRPORT REMARKS: Attended irregularly. PAEW adjacent Rwy 01-19 indef. Extensive glider operations weekends.

COMM/NAV/WEATHER REMARKS: Local aircraft and gliders monitor frequency 123.3.

NOTAM FILE AOO. Chan 105 257° 8.8 NM to Beaver Co. 1227/08W.

RCO 122.1R 115.8T (ALTOONA RADIO)

VOR unusable: 310°-355°.

(See WATTSBURG)

NOTAM FILE MDT.

ENOLA N40°14.78′ W76°54.03′ NDB (LOM) 204 MD

128° 7.1 NM to Harrisburg Intl. ERIE CO

H-10H, L-29C

DETROIT

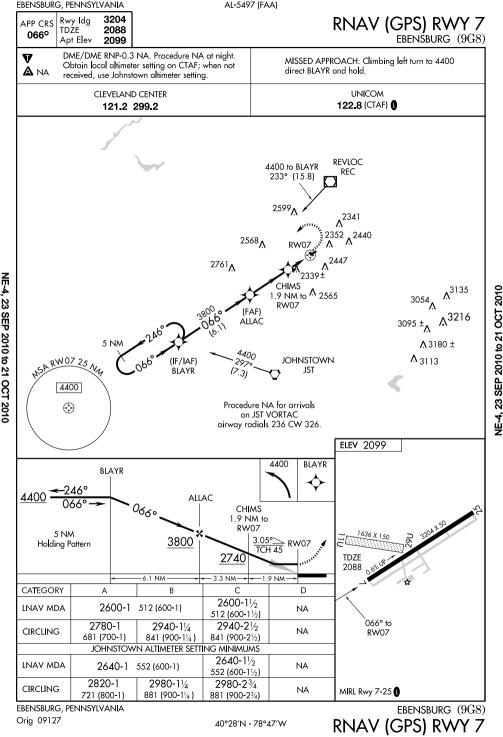
DETROIT

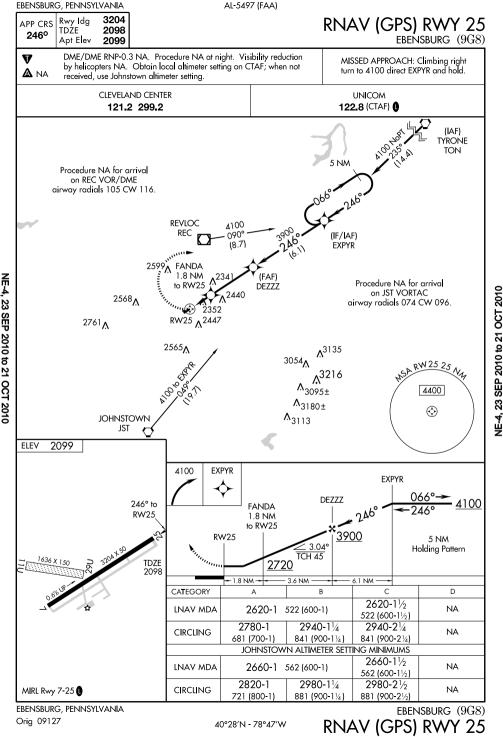
DETROIT

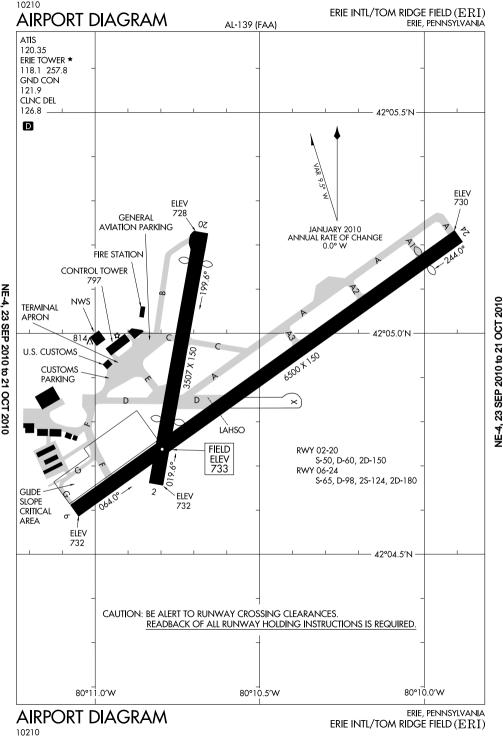
I-29D

IAP

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DETROIT

IAP. AD

H-10H, L-30H

## PENNSYLVANIA

733 B S2 FUEL 100, JET A OX 3, 4 LRA Class I, ARFF Index B NOTAM FILE ERI RWY 06: MALSR. Railroad.

RWY 06-24: H6500X150 (ASPH-GRVD) S-65, D-98, 2S-124, 2D-180 RWY 24: MALSR. Thid dspicd 490'. Road.

UNICOM 122.95

AIRPORT REMARKS: Attended 1330Z‡-dark. Rwy 05 ldg and tkf prohibited. Arpt CLOSED to transient traffic Dec thru Apr. Heavy glider traffic. Glider TPA-1190(800); Power Plane TPA-1390(1000). Power plane tfc remain outside

ERIE INTL/TOM RIDGE FLD (ERI) 5 SW UTC-5(-4DT) N42°04.92′ W80°10.57′

**RWY 02–20:** H3507X150 (ASPH) S–50, D–60, 2D–150 RWY 02: Thid dspicd 816'. Trees. RWY 20: VASI(V4L)—GA 4.0° TCH 72'. Thid dsplcd 306'. Road.

LAND AND HOLD SHORT OPERATIONS HOLD SHORT POINT LANDING DIST AVBL 4100

**RWY 24** 02 - 20RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-3507 TODA-3507 ASDA-3507 LDA-2691 RWY 06: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

RWY 20: TORA-3507 TODA-3507 ASDA-3507 LDA-3201 RWY 24: TORA-6500 TODA-6500 ASDA-6500 LDA-6010 AIRPORT REMARKS: Attended continuously. Rwy 20 CLOSED for night

landings. Rwy 02-20 not avbl for air carrier ops. When twr closes,

Rwy 02-20 CLOSED exc for taxiing ops. Extensive non-radio and Ultralgt acft opr 3.5-5 NM southwest of arpt at or blo 700 ft AGL May 1-Oct 31 annually SR-SS. Birds on and invof arpt. Rwy 06

MALSR unmonitored. Rwy 24 MALSR unmonitored. When twr clsd ACTIVATE HIRL Rwy 06-24; MALSR Rwys 06 and 24 and twy lgts-CTAF. MIRL Rwy 02-20, Twys B and C WEATHER DATA SOURCES: ASOS (814) 835-7112.

COMMUNICATIONS: CTAF 118.1 ATIS 120.35 RCO 122.1R 109.4 (ALTOONA RADIO)

R APP/DEP CON 121.0 (1100-0500Z‡) CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z‡) TOWER 118.1 (1100-0500Z‡) GND CON 121.9 CLNC DEL 126.8

AIRSPACE: CLASS D svc 1100-0500Z‡ other times CLASS E. TRSA svc ctc APP CON within 20 NM.

RADIO AIDS TO NAVIGATION: NOTAM FILE ERI. (L) VORTAC 109.4 ERI Chan 31 N42°01.04′ W80°17.56′ 059° 6.5 NM to fld. 800/06W.

VOR portion unusable:

048°-066° byd 25 NM blo 8000' 076°-154° byd 30 NM blo 5000'

155°-190° byd 30 NM DME unusable:

076°-109° byd 30 NM blo 5000' 110°-180° byd 25 NM blo 5000'

181°-249° byd 30 NM blo 5000'

I-AWY Rwy 24. Class IE. Rwy 06. I–ERI

ILS 110.3 ILS 110.3

unmonitored when twr clsd. **ERWINNA** 

(9N1) 2 SW UTC-5(-4DT) N40°29.06′ W75°05.98′ FUEL 100LL TPA—See Remarks NOTAM FILE IPT RWY 07-25: 3058X120 (TURF) RWY 07: Thid dspicd 365', Road. RWY 25: Trees. RWY 05G-23G: 1340X200 (TURF)

VANSANT

RWY 23G: Trees.

glider tfc pattern and avoid flying directly over arpt. Gliders occasionally use power plane runway for landings to the W. Rwy 23 gliders only. Rwy 07-25 marked with white tires; dsplcd thld marked with white tires. COMMUNICATIONS: CTAF/UNICOM 122.8

50 <sub>0</sub>

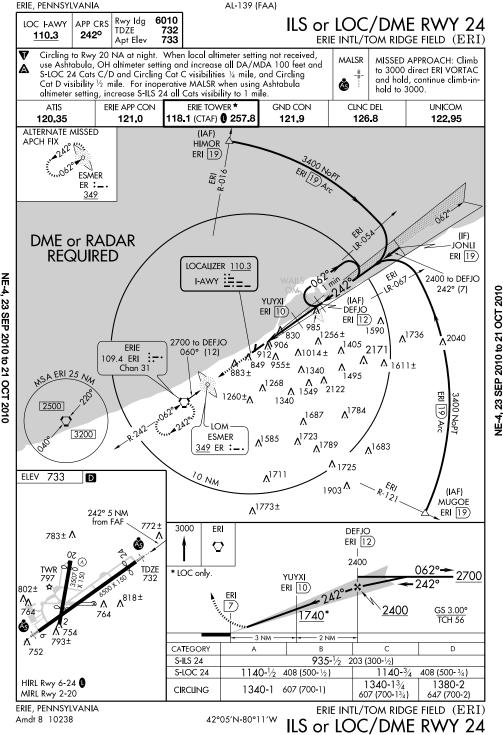
unavbl. Lgtd supplemental windcone located at N side Rwy 24 1000 ft W AER. Landing fee for multi engine acft. Flight Notification Service (ADCUS) available; prior reservation required; phone 814-833-1355.

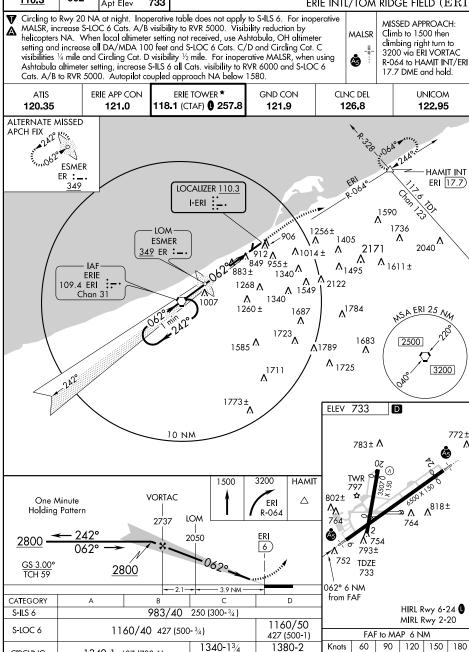
250°-274° bvd 20 NM 295°-315° byd 35 NM blo 3000'

191°-249° byd 30 NM blo 6000′ CASCADE NDB (MHW) 372 CQD N42°07.15′ W80°06.28′ 243° 3.9 NM to fld. NDB unmonitored when twr clsd. ESMER NDB (LOM) 349 ER N42°02.32′ W80°15.32′ 062° 4.4 NM to fld. NDB unmonitored when twr clsd. ILS unmonitored when twr clsd. Class IE. LOM ESMER NDB. GS unusable for coupled apch blo 1580' MSL. ILS

**NEW YORK** 

ESMER N42°02.32′ W80°15.32′ NOTAM FILE ERI. NDB (LOM) 349 ER 062° 4.4 NM to Erie Intl/Tom Ridge Fld. NDB unmonitored when Erie twr clsd.





ERIE, PENNSYLVANIA Amdt 16A 26AUG10

1340-1 607 (700-1)

CIRCLING

NE-4, 23 SEP 2010 to 21 OCT 2010

4:00 ERIE INTL/TOM RIDGE FIELD (ERI)ILS or

3:00 2:24

2:00

6:00

NE-4, 23 SEP 2010 to 21 OCT 2010

607 (700-13/4)

647 (700-2)

Min:Sec

4,700 feet

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

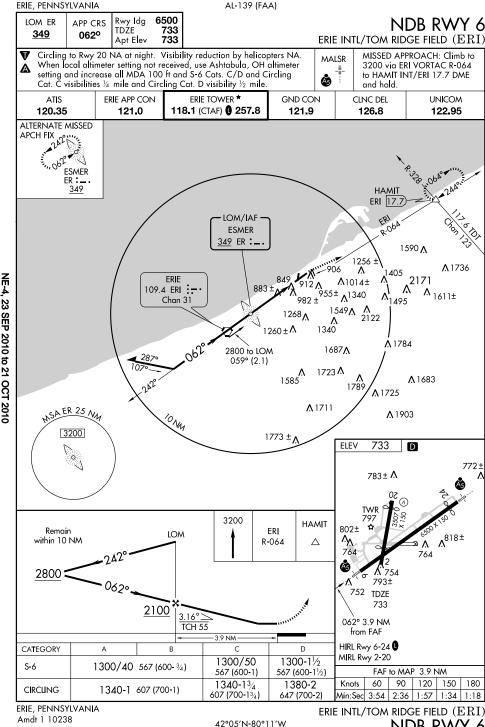
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ			
FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			

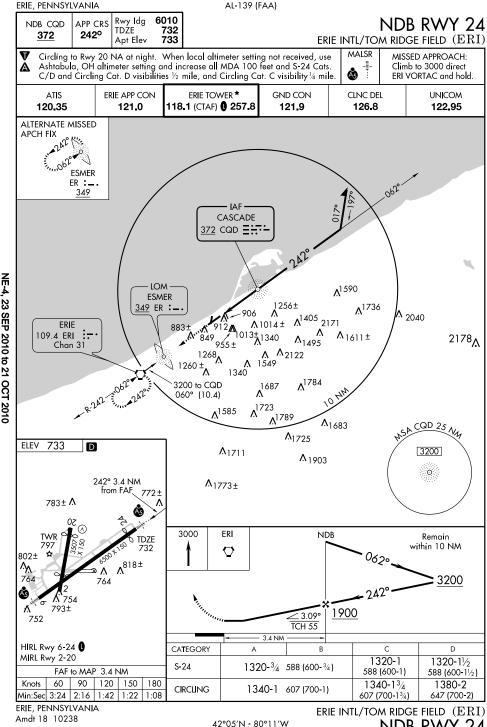
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10-28

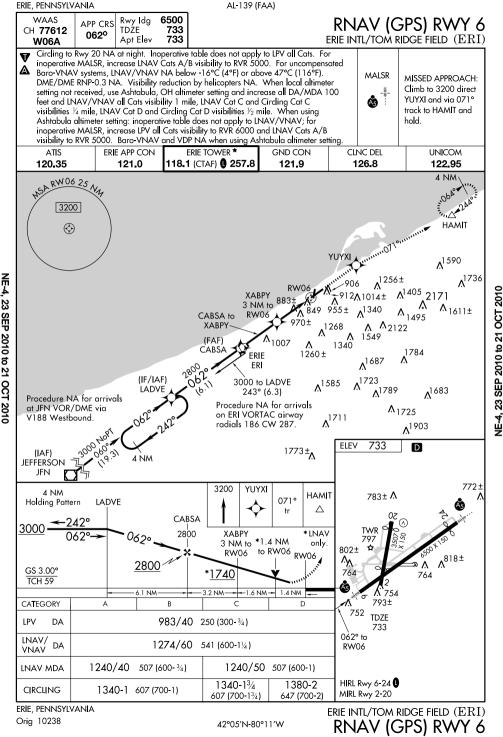
23 SEP 2010 to 21 OCT 2010

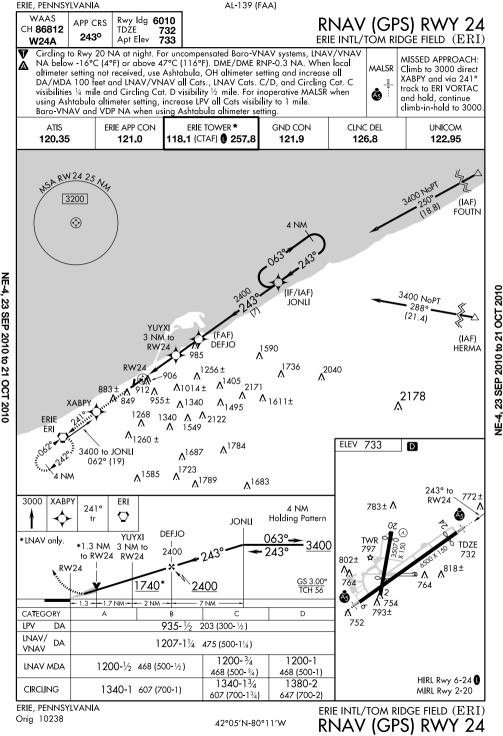
WILKES-BARRE-SCRANTON INTL (AVP)

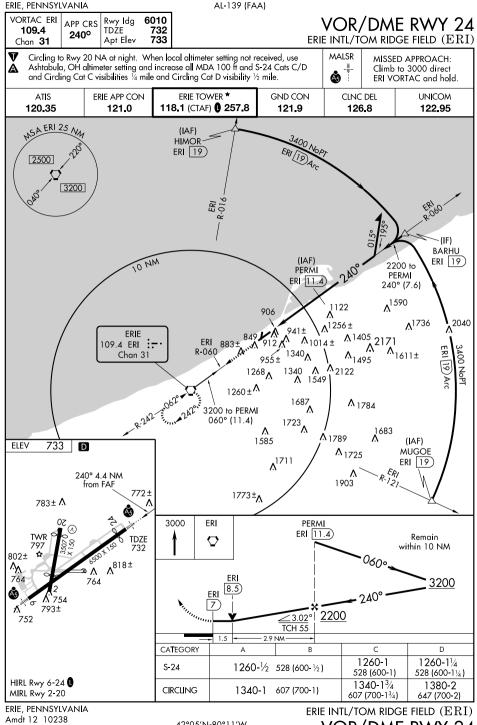




NDB







ZE ,4

23 SEP 2010 to 21 OCT 2010

VOR/DME RWY 24

ERIE, PENNSYLVANIA AL-139 (FAA) VORTAC ERI 6500 Rwy Idg APP CRS VOR RWY 6 TDŹE 733 109.4 060° 733 ERIE INTL/TOM RIDGE FIELD (ERI) Apt Elev Chan 31 Circling to Rwy 20 NA at night. For inoperative MALSR, increase Cats A and B MALSR MISSED APPROACH: visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter Climb to 3200 via ERI setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft R-064 to HAMIT INT/ and S-6 Cats C/D and Circling Cat C visibilities ¼ mile, and Circling Cat D visibility ERI 17.7 DME and ½ mile. For inoperative MALSR, when using Ashtabula altimeter setting, increase S-6 Cats A/B visibility to RVR 5000. VDP NA when using Ashtabula altimeter setting **ATIS** ERIE APP CON ERIE TOWER ★ GND CON CLNC DEL UNICOM 118.1 (CTAF) 0 257.8 120.35 121.0 126.8 122.95 121.9 **HAMIT** ERI 17.7 ERI R-064 1590 1256 ± IAF ۸<sup>1405</sup> **ERIE** 2171 2040 NE-4, 23 SEP 2010 to 21 OCT 2010 ^1014 ± 912 09.4 ERI 955± ۸<sub>1495</sub> ŏ<sub>PO</sub>, Chan 31 1340 <sup>1268</sup>∧ ۸ 1340 1549 **^** 1260 ± ۸<sup>1784</sup> 1687 **^** ۸<sup>1683</sup> **∧** 1723 ^1789 1585 A ۸ <sub>1725</sub> ۸<sup>1711</sup> ۸ <sub>1903</sub> MSA ERI 25 1773 ± Λ **ELEV** 733 D 772± 2500 783± Λ 50 3200 802±  $\Lambda^{818\pm}$ ⅓ 3200 HAMIT One Minute 764 764 FRI Holding Pattern R-064 Δ VORTAC 793± 752 2800 TDZE ERI 733 2700 ERI 4.5 060° 6 NM 6 3.00° from FAF TCH 55 4.5 NM -HIRL Rwy 6-24 CATEGORY Α В С D MIRL Rwy 2-20 1260/60 1260/50 S-6 1260/40 527 (600-34)

ERIE, PENNSYLVANIA Amdt 16 10238

1340-1 607 (700-1)

CIRCLING

ERIE INTL/TOM RIDGE FIELD (ERI)

FAF to MAP 6 NM

4:00 3:00

2:24 2:00 NE-4, 23 SEP 2010 to 21 OCT 2010

527 (600-11/4) 1380-2

647 (700-2)

Knots

Min:Sec 6:00

60 90 120 150 180

527 (600-1)

1340-1<sup>3</sup>/<sub>4</sub>

607 (700-13/4)

**PENNSYLVANIA** 232 **FSSINGTON** 

NOTAM FILE IPT

PHILADELPHIA SPB (9N2)

WATERWAY 11-29: 9100X250 (WATER) WATERWAY 11: Rgt tfc. SEAPLANE REMARKS: Attended daylight hours. Call 610-521-7710 prior to arrival. No night operations. Check

(9N3)

call weekends 570-945-3769.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

COMMUNICATIONS: CTAF/UNICOM 122.7

R WILKES-BARRE APP/DEP CON 124.5

RWY 04-22: H2500X50 (ASPH)

TPA-300(300)

**FWT 4 HFI IPORT** 

RWY 22: Trees.

FACTORYVILLE SEAMANS FLD

**COMMUNICATIONS: CTAF 122.9** (See HONEY GROVE)

W75°28.96′ 309° 14.1 NM to fld. 2320/10W.

2 N UTC-5(-4DT) N41°35.36′ W75°45.36′ FUEL 100LL

TPA-2009(800) NOTAM FILE IPT LIRL

570-945-7943 or 570-419-6879. Mechanic on fld weekdays, on

a<sup>C</sup>C C 03 03 03

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NEW YORK

L-30K, 33A

WASHINGTON

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TPA-1373(800) NOTAM FILE IPT RWY 15-33: H2700X50 (ASPH) S-12.5, D-12.5 RWY 15: Brush. RWY 33: Thid dspicd 900'. Tree, Rgt tfc. AIRPORT REMARKS: Attended Sat-Sun dalgt hours. Arpt CLOSED except PPR 717-432-0856/703-335-6778 when P-40 expanded to 10 NM radius. Rwy 15 CLOSED for ldgs. Extensive glider opns. Rwy 15 not marked. Southern portion of Rwy 33 cracking, rutting, COMMUNICATIONS: CTAF 122.9

MID ATLANTIC SOARING CENTER

**FARMERS PRIDE** (See FREDERICKSBURG)

FUEL 100LL

(W73)

UTC-5(-4DT)N40°14.75′ W80°00.74′ NOTAM FILE AOO

AIRPORT REMARKS: Attended 1400-2200Z‡. Deer on and in vicinity of rwy. Terrain falls off rapidly off apch end Rwy 14; terrain rises off apch end Rwy 32. Rwy 32 thld Igts are dsplcd approximately 875'. Rwy 32 runway markings are not dsplcd. Transient pilots advised to check rwy condition prior to use during winter months. Ultralights avoid overflying houses NE of arpt. Helicopters follow fixed wing tfc pattern. Rwy 14-32 ultralights fly rgt tfc. TPA ultralights 1740(500). Arpt bcn ops dusk-0500Z‡. After 0500Z‡ ACTIVATE LIRL and rotating bcn-CTAF.

1 SW TPA—See Remarks RWY 14-32: H2505X50 (ASPH) LIRL

(GØ5)

(See CANADENSIS)

(See GERMANSVILLE)

(See MUIR AAF)

COMM/NAV/WEATHER REMARKS: MULTICOM 123.3 weekends and holidays.

COMMUNICATIONS: CTAF/UNICOM 123 O

FINLEYVILLE AIRPARK

RWY 32: Trees.

1240 B

FLYING DOLLAR

FLYING M RANCH

FORT INDIANTOWN GAP

FAIRFIFID

€3

WASHINGTON

DETROIT

LAKE HENRY (L) VORTACW 110.8 LHY Chan 45 N41°28.55'

2 SE UTC-5(-4DT) N39°45.42' W77°21.08'

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€3 €3

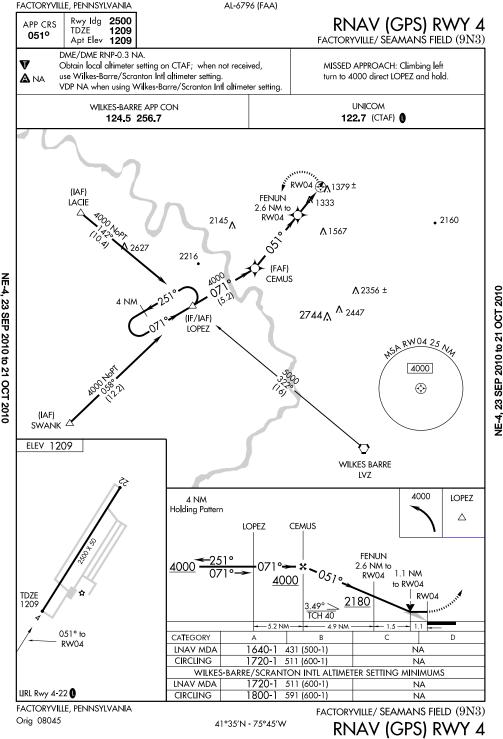
cs Cs

IAP

AIRPORT REMARKS: Attended 1300Z‡-dusk. For svc after hrs call

1 S UTC-5(-4DT) N39°51.54′ W75°17.98′

PHILADELPHIA TAC Chart for landing area. Transient traffic ctc Philadelphia App Con for tfc advisories.



1.0% up NE

N41°08.25' W75°22.73'

**63** 

NEW YORK

NEW YORK

DIAP

L-30J. 34G. A

IAP

L-30K. 33A. 34H

### 1915 B S4 FUEL 100LL, JET A NOTAM FILE MPO RWY 05-23: H4000X100 (ASPH) S-30, D-45, 2D-70 MIRL RWY 05: REIL, PAPI(P2L), Trees.

RWY 23: REIL, PAPI(P2L), Road. RWY 13-31: H3947X60 (ASPH) S-10

POCONO MOUNTAINS MUNI

RWY 13: REIL. Tree.

MOUNT POCONO

service 100LL avbl. Birds and deer on and invof arpt. REIL Rwv 05 OTS indef, REIL Rwv 23 OTS indef, ACTIVATE MIRL Rwvs 05-23 and Rwv 13-31 and PAPI Rwvs 05 and 23:REIL Rwv 05, 23 and

13-CTAF. WEATHER DATA SOURCES: ASOS 120.275 (570) 839-1584. COMMUNICATIONS: CTAF 122.7 UNICOM 122.7 (1300Z‡-dusk)

(MPO)

AIRPORT REMARKS: Attended Nov-Apr 1200-2300Z±. May-Oct

2 NW UTC-5(-4DT)

RWY 31: Thid dspicd 180'. Trees.

(R) WILKES-BARRE APP/DEP CON 126.3 CLNC DEL 125.3 RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.

WILKES-BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37' W75°41.37′ 130° 16.2 NM to fld. 2120/10W.

MUIR AAF (FORT INDIANTOWN GAP)

N40°26 11' W76°34 12'

RELIGRAVE NOR (MHW) B71 328

1200-0000Z±. For svc after hours call 570-877-3701, 24 hr self æ *(*3 0 43 €3

#### 488 B TPA-See Remarks NOTAM FILE IPT Not insp. RWY 07-25: H3967X100 (ASPH) PCN 24 F/B/W/T MIRL 1.0% up E

parking through ARNG OPS C717-861-8963, DSN 491-8963.

UTC-5(-4DT)

RWY 07: Thid dspicd 400'. RWY 25: PAPI(P4L)—GA 3.0° TCH 50', Thid dspicd 100'. MILITARY SERVICE: LGT ACTIVATE PAPI Rwy 25—CTAF. FUEL J8. PPR, 24 hr weekdays, 48 hr weekends, for fuel and

(MUI)(KMUI)

ARNG

MILITARY REMARKS: Opr Jun-Aug Mon-Fri 1200-0500Z±, Sep-May Mon-Fri 1300-0500Z±, Open additional hrs for scheduled training. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR 24 hr, call during normal duty hr. PPR all transient aircraft. Ctc OPS DSN 491-8963. C717-861-8963. CAUTION Rwy has gradual 30' rise from AER 07

6 N

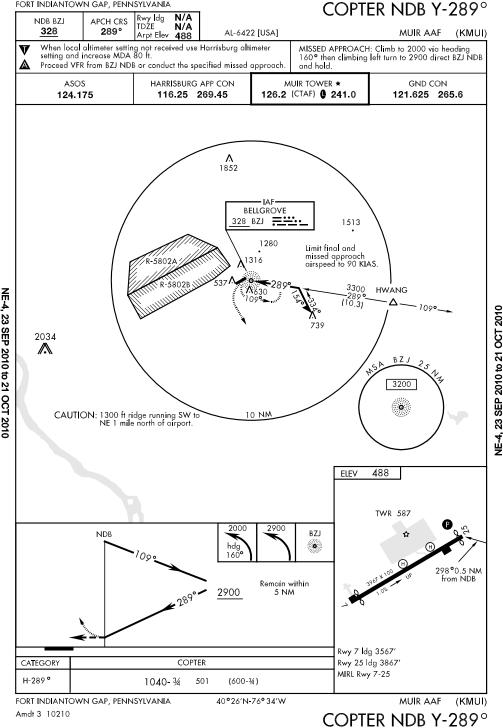
to a point 2800' up rwy, rwy ends not mutually visible. Lgtd water twr 0.7 NM west and 0.5 NM south of airfield. IFC PAT TPA-fixed-wing, multi-engine 2000(1512), single-engine 1500(1012), rotary wing 1200(712). MISC Limited parking. Weather 1200-0300Z<sup>±</sup> excluding weekend and holidays, other times ctc 15 OWS. Scott

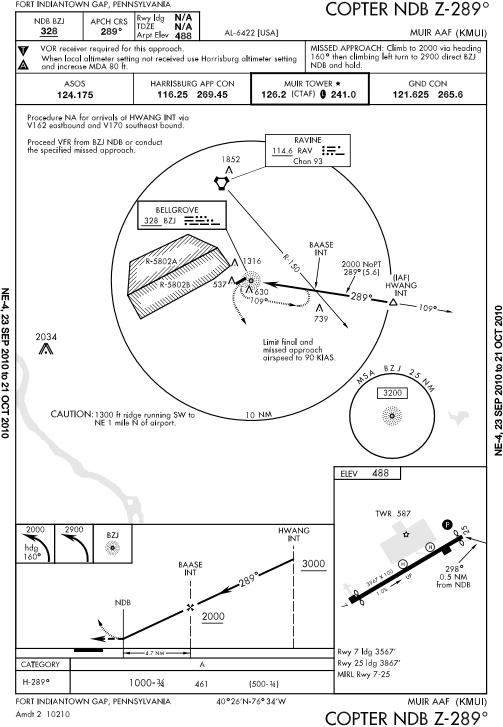
AFB, DSN 576-9755; 2 hr lead time required.

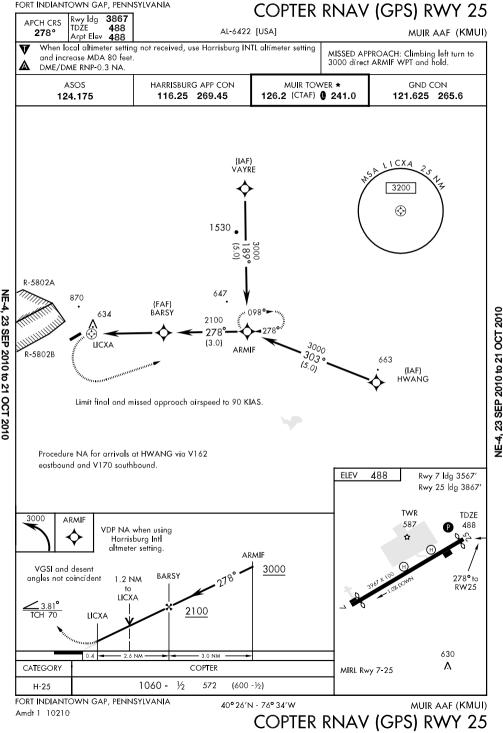
WEATHER DATA SOURCES: ASOS 124.175 (717) 861-6493. DSN 491-6493. COMMUNICATIONS: CTAF 126 2 (R) HARRISBURG APP/DEP CON 118.25 269.45

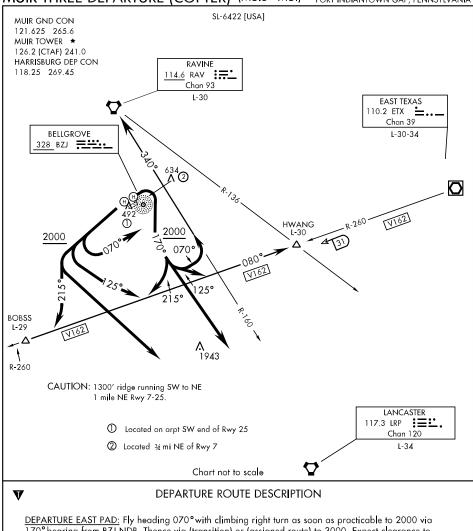
TOWER 126.2 241.0 (Mon-Fri 1200-0400Z‡, except holidays, check NOTAM daily) GND CON 121 625 265 6 ARNG OPS 49 95 FLIGHT FOLLOWING 40 9

AIRSPACE: CLASS D svc Mon-Fri 1200-0400Z‡, except holidays, check NOTAM daily, other time CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. N40°26 16' W76°33 18' at fld









170° bearing from BZJ NDB. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

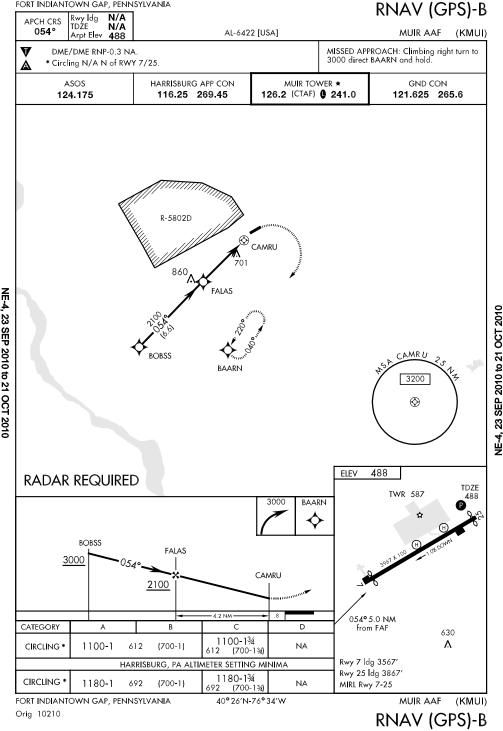
DEPARTURE WEST PAD: Fly heading 240° to 2000. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

BOBSS TRANSITION (MUI3.BOBSS): Fly heading 215° to intercept V162 to BOBSS INTERSECTION.

HWANG TRANSITION (MUI3.HWANG): Fly heading 125° to intercept V162 to HWANG INTERSECTION.

LANCASTER TRANSITION (MUI3.LRP): Proceed direct to LRP VORTAC.

RAVINE TRANSITION (MUI3.RAV): Turn left heading 070° to intercept the RAV R-160. Thence via RAV R-160 to RAVINE VORTAC.



DETROIT

DETROIT

IAP

H-10H, L-30H

H-10H, L-30H

# **PENNSYLVANIA**

NOTAM FILE FKL

FRANKLIN N41°26.32′ W79°51.41′ NOTAM FILE FKI

VENANGO RGNL (FKL) 2 SW UTC-5(-4DT) N41°22.67' W79°51.62' FUEL 100LL, JET A CLASS II, ARFF Index A

RWY 12: Trees.

HIWAS 109.6 FKL.

**FRANKLIN** 

RCO 122.1R 109.6T (ALTOONA RADIO)

**RWY 03-21:** H5200X150 (ASPH-GRVD) S-40, D-70, 2S-89

(L) VOR 109.6 FKL 189° 3.7 NM to Venango Rgnl.

RWY 03: PAPI (P4L)-GA 3.0° TCH 45'. Building. RWY 21: MALSR PAPI (P4L)-GA 3.0° TCH 57'. Pole. **RWY 12–30**: H3698X100 (ASPH) S–67, D–105, 2S–133

RWY 30: PAPI (P4L)-GA 3.0° TCH 40'. Tree. RUNWAY DECLARED DISTANCE INFORMATION RWY 03: TORA-5200 TODA-5200 ASDA-5200 LDA-5200 RWY 12: TORA-3698 TODA-3698 ASDA-3698 LDA-5200

RWY 21: TORA-5200 TODA-5200 ASDA-5200 LDA-5200 RWY 30: TORA-3698 TODA-3698 ASDA-3698 LDA-5200 AIRPORT REMARKS: Attended Mon-Fri 1100-0400Z‡, Sat

1100-0300Z‡. Sun 1200-0400Z‡. PPR 24 hours for unscheduled air carrier operations with more than 30 passenger seats call arpt manager 814-432-5333. Deer and birds on and in vicinity of arpt. ACTIVATE HIRL Rwy 03-21, MALSR Rwy 21 and MIRL Rwy

12-30 and twy lgts, and PAPI Rwys 03 and 21 and 30-CTAF. Landing fee for acft over 6000 lbs gross weight. WEATHER DATA SOURCES: AWOS-3 118.175 (814) 437-2066.

COMMUNICATIONS: CTAF/UNICOM 122.7 FRANKLIN RCO 122.1R 109.6T (ALTOONA RADIO) (R) YOUNGSTOWN APP CON 126.25 (1100-0500Z‡) R YOUNGSTOWN DEP CON 133.95 CLNC DEL 126.25

(0500-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

FRANKLIN (L) VOR 109.6 FKL N41°26.32′ W79°51.41′

Rwv 21.

Class IB.

FRANKLIN CO RGNL (See CHAMBERSBURG)

I-FKL

FREDERICKSBURG FARMERS PRIDE (9N7) 0 W UTC-5(-4DT) N40°26.57' W76°26.50'

B FUEL 100LL NOTAM FILE IPT

RWY 10-28: 3410X150 (TURF) LIRL (NSTD)

RWY 10: Thid dspicd 504'. Trees. RWY 28: Thid dspicd 590'. Road.

AIRPORT REMARKS: Attended 1400-2200Z‡. Only fuel avbl to transient acft is emergency fuel. ACTIVATE LIRL Rwy

10-28 and arpt bcn—CTAF. Rwy 10-28 turf rwy marked by orange tires/lgts. Rwy 28 dsplcd thids marked by 6 split red/green lgts. Thid lgts Rwy 10 NSTD due to placement. ACTIVATE LIRL Rwy 10-28 and arpt bcn-CTAF.

COMMUNICATIONS: CTAF 122.9 UNICOM 122.8

**FREEPORT** 

Mc VILLE UTC-5(-4DT) N40°44.00′ W79°35.99′ (P37) 6 NE 1090 FUEL 100LL NOTAM FILE AOO R S4

RWY 18-36: 2900X132 (TURF) RWY 18: Thid dspicd 1050', Pole.

RWY 03-21: 2425X160 (TURF) LIRL (NSTD) RWY 03: Road. RWY 21: Brush. AIRPORT REMARKS: Attended 1400Z‡-dusk. Arpt CLOSED indef. Rwy 18-36 CLOSED indef. Deer and Woodchuck on

03-21 and rotating bcn-123.0. COMMUNICATIONS: CTAF/UNICOM 123.0

RWY 36: Trees.

and invof arpt. Steep drop-off at AER 03. Rwy 18 dsplcd thld marked with red barrels. Rwy 03-21 marked with yellow barrels. Rwy 18-36 marked with yellow barrels. Rwy 03-21 NSTD LIRL due to spacing. ACTIVATE LIRL Rwy

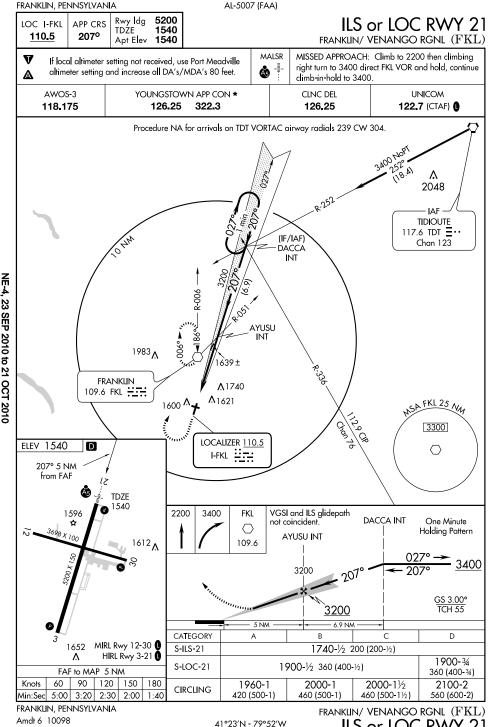
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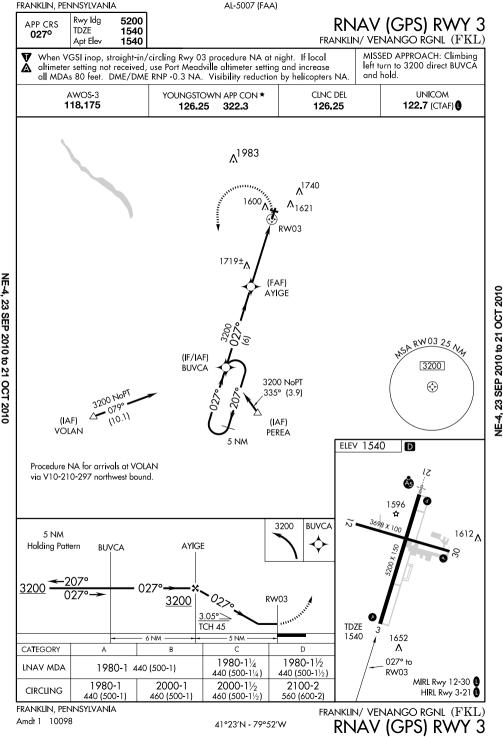
AIRSPACE: CLASS E svc Mon-Fri 1030-0330Z‡, Sat 1030-1430Z‡, Sun 2330-0330Z‡, other times CLASS G.

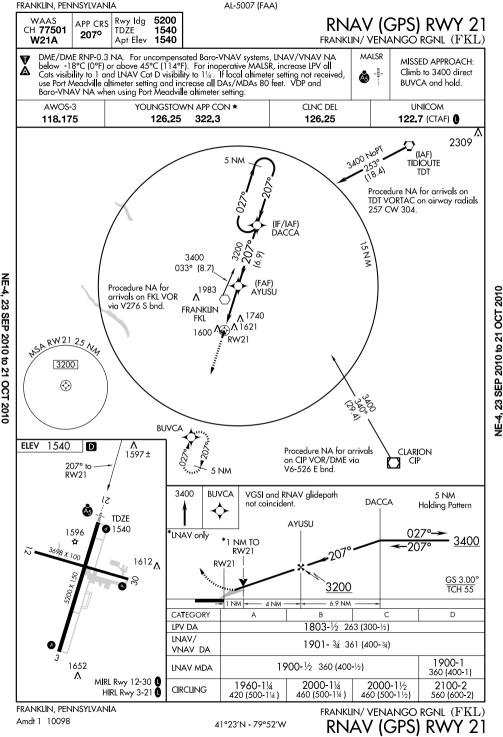
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78' W79°27.48' 313° 22.9 NM to fld. 1520/06W. 189° 3.7 NM to fld. NOTAM FILE FKL. HIWAS. ILS unmonitored Sat 0100Z±-Sun 1200Z±.

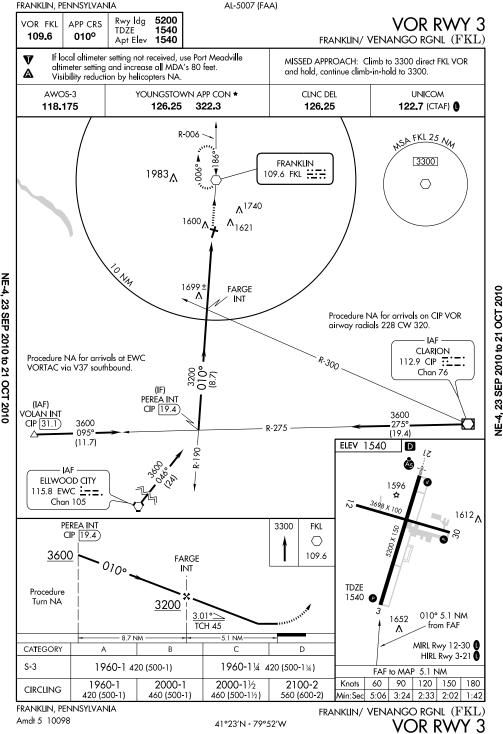
NEW YORK

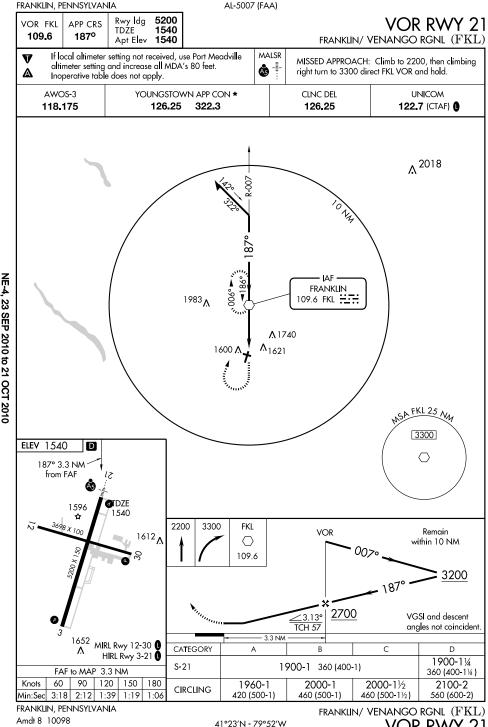
DETROIT











234 **PENNSYLVANIA** GERMANSVILLE

FLYING M AERODROME (P91) 2 N UTC-5(-4DT) N40°44.24′ W75°42.31′

RWY 26: Thid dsplcd 300'. Trees.

AIRPORT REMARKS: Attended dawn-dusk. Parachute Jumping. Rwy 08-26 marked with white plastic barrels. Rwy 26

dsplcd thid marked with cones and 3 lgts each side. COMMUNICATIONS: CTAF/UNICOM 122.725

**GETTYSBURG** 

NOTAM FILE IPT

GETTYSBURG RGNL (WØ5) 2 W UTC-5(-4DT) N39°50.48′ W77°16.48′

590 FUEL 100LL NOTAM FILE IPT RWY 06-24: H3100X60 (ASPH) MIRL RWY 24: Thid dspicd 542'. Trees.

RWY 06: Thid dsplcd 167'. Road. AIRPORT REMARKS: Unattended. No fuel avbl for tran acft. ACTIVATE MIRL Rwy 06-24-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

S2

RWY 08-26: 2370X100 (TURF) RWY 08: Pline.

WESTMINISTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ HIWAS.

SOUTHERN ADAMS CO HELIPORT 530 S4 NOTAM FILE IPT

HELIPAD H1: H60X60 (CONC)

(P98) 6 S UTC-5(-4DT) HELIPORT REMARKS: Attended Mon-Fri 1300-2200Z‡. For attendance Sat; Sun; and holidays call arpt manager

717-334-0280 or 717-337-1515 between 1300-2200Z<sup>±</sup>. Noise abatement procedures in effect, maintain 500 ft until inbound on apch heading—avoid overflight of houses N and S of heliport. Helipad H1 SE apch/dep

primary; app/dep 145° ingress/325° egress; 340° ingress/160° egress. Helipad H1 24 ft marked P-line 201 ft NW; 19 ft hangar 125 ft N; 34 ft trees 788 ft SE. COMMUNICATIONS: CTAF 122.9

GREATER PITTSBURGH INTL (See PITTSBURGH) **GREENE CO** (See WAYNESBURG)

GREENSBURG JEANNETTE RGNL (See JEANNETTE)

GREENVILLE MUNI (4G1) 3 N UTC-5(-4DT) 1202 B S2 FUEL 100LL NOTAM FILE AOO

RWY 15-33: H2703X75 (ASPH) S-12.5 RWY 15: REIL. PAPI (P2L)-GA 3.0° TCH 35'. Trees.

RWY 33: REIL, PAPI(P2L)-GA 3.4° TCH 31', Trees. RWY 05-23: 2551X118 (TURF)

RWY 05: Thid dspicd 984'. Tree. RWY 23: Trees. AIRPORT REMARKS: Attended 1400Z±-dusk, Unattended Thanksgiving: Christmas and New Years day. Deer and birds on and invof arpt. PAEW on and invof arpt. Rwy 05-23 soft and wet during spring

thaw. Rwy 05-23 marked with orange cones. Rwy 05 has 984' dsplcd thid marked with orange cones. PAPI Rwy 33 OTS indef. Rwy 15 REIL lgt on right side inoperative. Rwy 33 REIL lgt on left side inoperative. ACTIVATE MIRL Rwy 15-33-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

R YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z‡) (R) CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE YNG. YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86' W80°40.48' 066° 14.6 NM to fld. 1140/5W.

(See BETHEL)

N41°26.81′ W80°23.48′ DETROIT L-30H IAP æ €3 C C ■ €3 03 03 03 Œ 03 03

NFW YORK

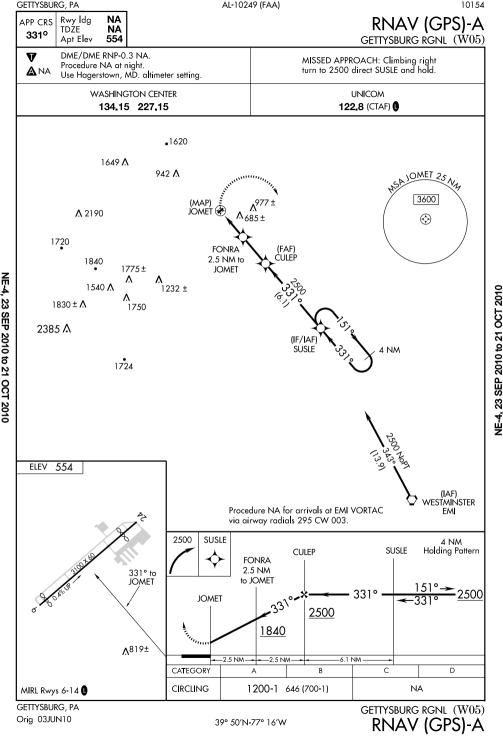
WASHINGTON

L-29E, 34F, A

WASHINGTON

335° 24.9 NM to fld. 820/08W.

N39°45.67′ W77°16.52′



234 **PENNSYLVANIA** GERMANSVILLE

FLYING M AERODROME (P91) 2 N UTC-5(-4DT) N40°44.24′ W75°42.31′

RWY 26: Thid dsplcd 300'. Trees.

AIRPORT REMARKS: Attended dawn-dusk. Parachute Jumping. Rwy 08-26 marked with white plastic barrels. Rwy 26

RWY 24: Thid dspicd 542'. Trees.

dsplcd thid marked with cones and 3 lgts each side. COMMUNICATIONS: CTAF/UNICOM 122.725

**GETTYSBURG** 

NOTAM FILE IPT

GETTYSBURG RGNL (WØ5) 2 W UTC-5(-4DT) N39°50.48′ W77°16.48′ 590 FUEL 100LL NOTAM FILE IPT RWY 06-24: H3100X60 (ASPH) MIRL

RWY 06: Thid dsplcd 167'. Road. AIRPORT REMARKS: Unattended. No fuel avbl for tran acft. ACTIVATE MIRL Rwy 06-24-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

S2

RWY 08-26: 2370X100 (TURF) RWY 08: Pline.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA. WESTMINISTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ HIWAS.

SOUTHERN ADAMS CO HELIPORT 530 S4 NOTAM FILE IPT

(P98) 6 S UTC-5(-4DT) HELIPAD H1: H60X60 (CONC) HELIPORT REMARKS: Attended Mon-Fri 1300-2200Z‡. For attendance Sat; Sun; and holidays call arpt manager

717-334-0280 or 717-337-1515 between 1300-2200Z<sup>±</sup>. Noise abatement procedures in effect, maintain 500 ft until inbound on apch heading—avoid overflight of houses N and S of heliport. Helipad H1 SE apch/dep primary; app/dep 145° ingress/325° egress; 340° ingress/160° egress. Helipad H1 24 ft marked P-line 201 ft NW; 19 ft hangar 125 ft N; 34 ft trees 788 ft SE. COMMUNICATIONS: CTAF 122.9

GREATER PITTSBURGH INTL (See PITTSBURGH) **GREENE CO** (See WAYNESBURG)

GREENSBURG JEANNETTE RGNL (See JEANNETTE)

GREENVILLE MUNI (4G1) 3 N UTC-5(-4DT) 1202 B S2 FUEL 100LL NOTAM FILE AOO

RWY 15-33: H2703X75 (ASPH) S-12.5 RWY 15: REIL. PAPI (P2L)-GA 3.0° TCH 35'. Trees. RWY 33: REIL, PAPI(P2L)-GA 3.4° TCH 31', Trees.

RWY 05-23: 2551X118 (TURF) RWY 05: Thid dspicd 984'. Tree. RWY 23: Trees. AIRPORT REMARKS: Attended 1400Z±-dusk, Unattended Thanksgiving:

PAEW on and invof arpt. Rwy 05-23 soft and wet during spring thaw. Rwy 05-23 marked with orange cones. Rwy 05 has 984' dsplcd thid marked with orange cones. PAPI Rwy 33 OTS indef. Rwy 15 REIL lgt on right side inoperative. Rwy 33 REIL lgt on left side inoperative. ACTIVATE MIRL Rwy 15-33-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 R YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z‡) (R) CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86' W80°40.48' 066° 14.6 NM to fld. 1140/5W.

(See BETHEL)

N41°26.81′ W80°23.48′ DETROIT L-30H IAP æ €3 Christmas and New Years day. Deer and birds on and invof arpt. C C ■ €3 03 03 03 Œ 03 03

NFW YORK

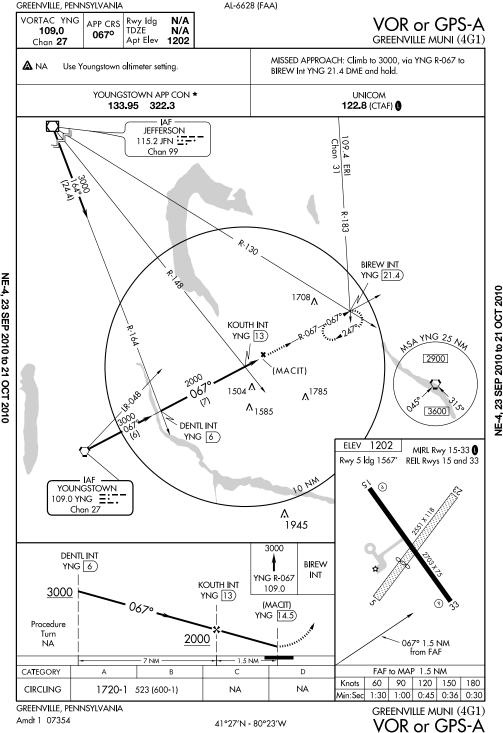
WASHINGTON

L-29E, 34F, A

WASHINGTON

335° 24.9 NM to fld. 820/08W.

N39°45.67′ W77°16.52′



N39°47.56′ W77°01.48′

AIRPORT REMARKS: Attended irregularly. Rwy 09-27 CLOSED for touch and go ldgs. Crosswind rwy clsd to public.

Chan 72 N40°18.13′ W77°04.17′ 225° 8.4 NM to Carlisle.

**GROVE CITY** 

because of parachute jumping activity NW corner of fld. Deer and geese on and invof arpt. Drainage ravine 15 ft deep located in safety area north of Rwy 10. Rwy 10 PAPI OTS indef. ACTIVATE

UTC-5(-4DT)

Major airframe repairs avbl. Rwv 09-27 marked with vellow barrels.

RWY 27. Road

ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO) (R) YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z±) (R) CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z‡)

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 014° 19.4 NM to fld.

(29D) 3 W UTC-5(-4DT) N41°08.76′ W80°10.07′

1371 B FUEL 100LL, JET A NOTAM FILE AOO RWY 10-28: H4500X75 (ASPH) S-12.5 MIRL 1.2% up W

MIRL Rwv 10-28-CTAF.

1227/08W.

(6W6)

COMMUNICATIONS: CTAF 122 9

1301/10W. NOTAM FILE CXY

146°-168° byd 20 NM blo 7000' RCO 122.4 122.2 (WILLIAMSPORT RADIO) RCO 122.1R 112.5T (WILLIAMSPORT RADIO)

(L) VORTAC 112.5 HAR

VOR unusable:

NOTAM FILE IPT RWY 09-27: 2550X100 (TURF) RWY N9. Tree

HANOVER

560

HARRISBURG

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

1 W

RWY 28: REIL. PAPI(P2L). Trees. AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z‡, Sun

RWY 10: REIL, PAPI(P2L), Thid dsplcd 590', Tree.

1700-2200‡. CLOSED Thanksgiving, Christmas and New Years Day. Parachute Jumping. Avoid overflying fld during dalgt VFR

**C**3

Shopping Complex

WASHINGTON

DETROIT

H-10H, L-29E, A

4500 X 75

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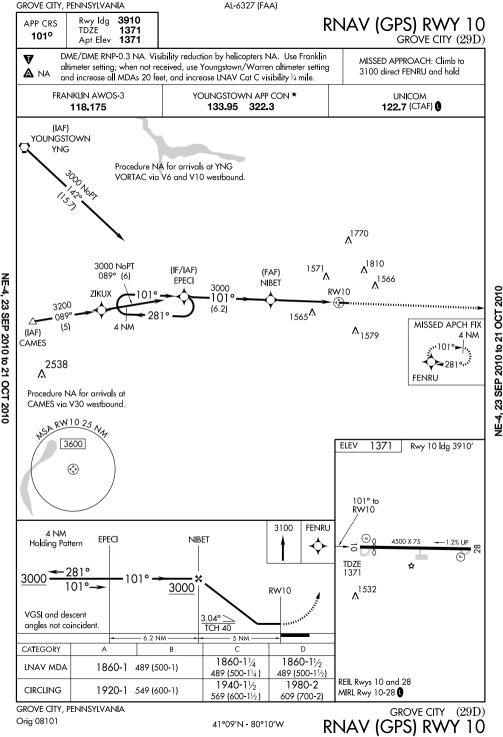
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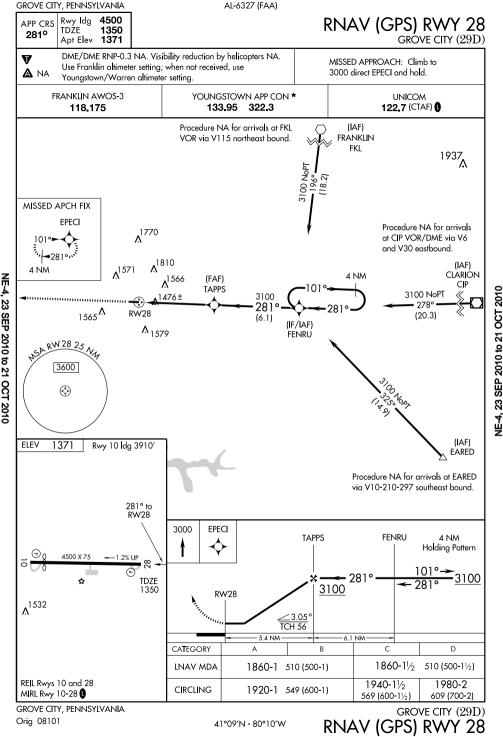
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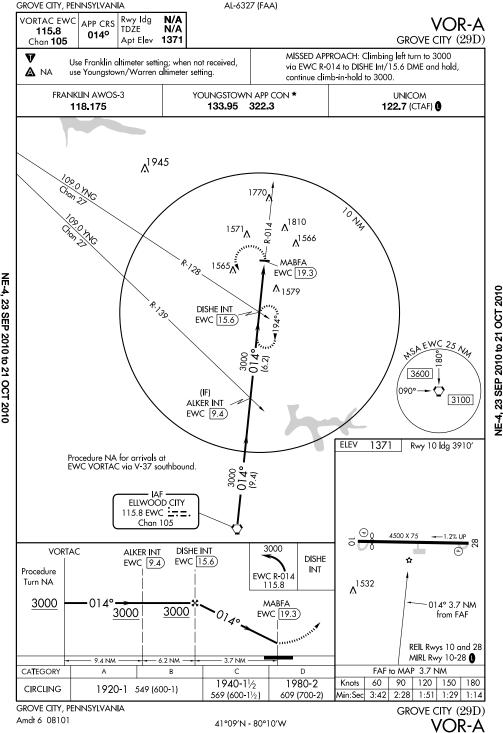
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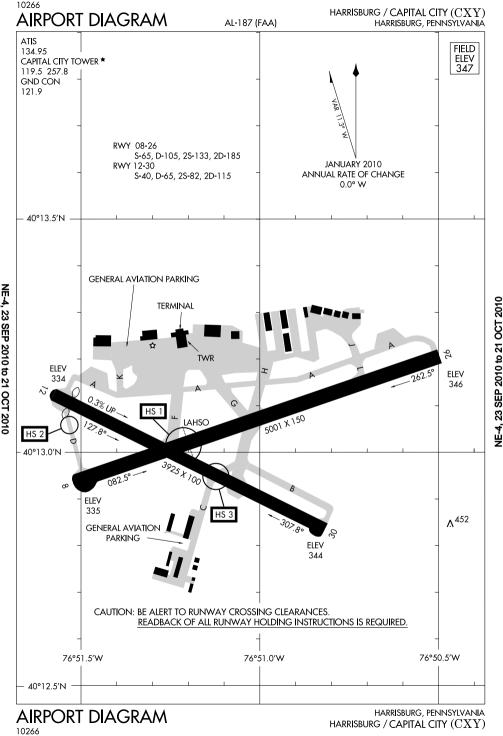
43

#### L-30H IAP









### PENNSYLVANIA

#### HARRISBURG CAPITAL CITY

CAPITAL CITY (CXY) 3 SE UTC-5(-4DT) N40°13.03′ W76°51.09′ 347 B S4 FUEL 100LL JET A 0X 1. 2. 3. 4 TPA—1500(1153)

H-10H, 12J, L-29E, 34G, A

5001 X 150

3925×100

**\$** 

IOH, 12J, L—29E, 34G, A IAP. Ad

NEW YORK

 $\bigcirc^{\alpha_i}$ 

RWY 08-26: H5001X150 (ASPH-GRVD) S-65, D-105, 2S-133, 2D-185 HIRL

2D-185 HIRL
RWY 08: MALSR Tree

RWY US: MALS

NOTAM FILE CXY

RWY 26: VASI(V4L)—GA 3.1° TCH 56'. Pole. Rgt tfc.

**RWY 12-30**: H3925X100 (ASPH) S-40, D-65, 2S-82, 2D-115

MIRL 0.3% up SE

RWY 12: REIL, VASI(V4L)—GA 3.9°TCH 62′, Thid depict 147′, Pole.

Rgt tfc.
RWY 30: RFIL, VASI(V4L)—GA 4.0°TCH 62', Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING HOLD SHORT POINT DIST AVBL RWY 26 12-30 3450

AIRPORT REMARKS: Attended 1100–0400Z‡. PPR for hazardous cargo.

Bird flocks on and invof arpt. All rwys—for loads over 100,000 lbs.

prior reg. Arpt CLOSED to FAR PART 121 acft. When twr clsd HIRL

(R) HARRISBURG APP/DEP CON 126.45 (080°-179°) 124.1 (180°-309°) 118.25 (310°-079°)

Rwy 08–26 opr low ints. To ACTIVATE higher ints—CTAF. ACTIVATE MIRL Rwy 12–30. MALSR Rwy 08, and twy lgts—CTAF.

WEATHER DATA SOURCES: ASOS (717) 770-0880. LAWRS.

COMMUNICATIONS: CTAF 119.5 ATIS 134.95 UNICOM 122.95
HARRISBURG RCO 122.4 122.2 (WILLIAMSPORT RADIO)

TOWER 119.5 (1200-0200Z‡) GND 121.9

AIRSPACE: CLASS D svc 1200-0200Z‡ other times CLASS E.

RSPACE: CLASS D svc 1200-02002‡ other times CLASS E

TRSA svc ctc APP CON 20 NM out.

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.

 $\textbf{LANCASTER (L) VORTAC } 117.3 \qquad \text{LRP} \qquad \text{Chan } 120 \qquad \text{N}40^{\circ}07.20' \ \text{W}76^{\circ}17.48' \qquad 292^{\circ} \ 26.4 \ \text{NM to fld. } 399/09W.$ 

LATLE NDB (LOM) 219 CX N40°10.69′ W77°00.34′ 083° 7.5 NM to fld. Unmonitored when twr clsd.

IL\$ 109.1 I-CXY Rwy 08. LOM LATLE NDB. Coupled apch not authorized blo 940'. Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: When twr clsd pickup clearance thru Harrisburg App Con on frequency 124.1 or via

#### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

HOT SPOT CITY/AIRPORT **DESCRIPTION\*** 

HARRISBURG, PA

HS 1 CAPITAL CITY (CXY) Rwy 26 LAHSO.

HS<sub>2</sub> Rwv 08 ILS hold line. HS 3 Twy C at Rwy 30 and Twy B.

PHILADELPHIA, PA

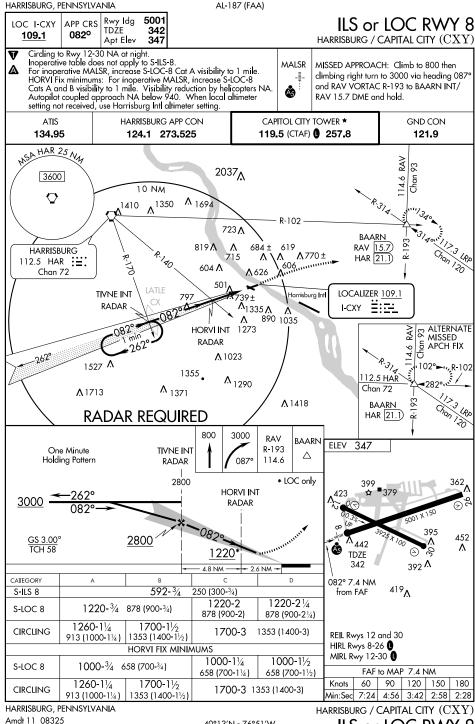
23 SEP 2010 to 21 OCT 2010

PHILADELPHIA INTL (PHL) HS<sub>1</sub> Rwy 08 and Twy D.

> HS<sub>2</sub> Twy H and E int in close proximity of Rwy 17-35.

HS 3 Twy Y and S int in close proximity of Rwy 09R-27L.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.



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23 SEP 2010 to 21 OCT 2010

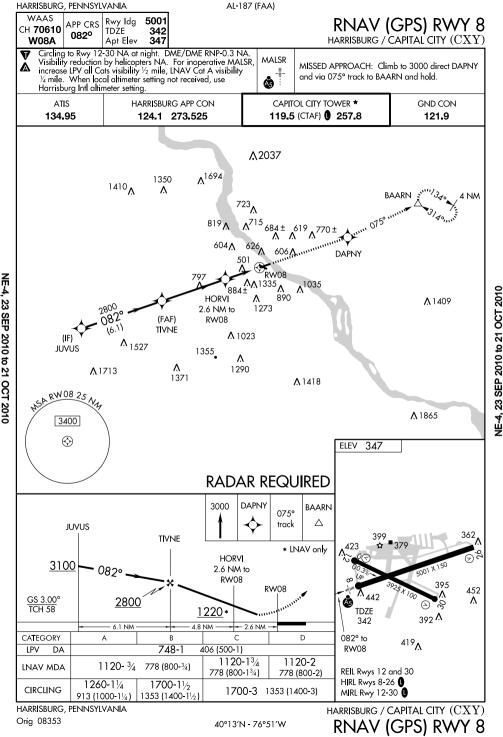
## LAND AND HOLD SHORT OPERATIONS (LAHSO)

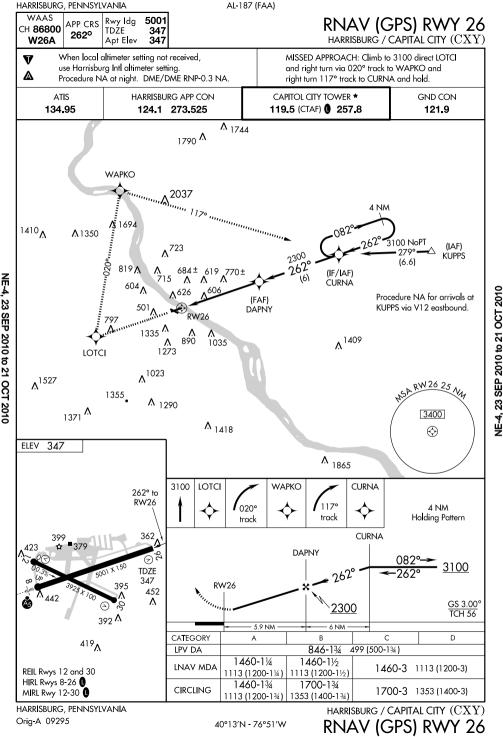
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

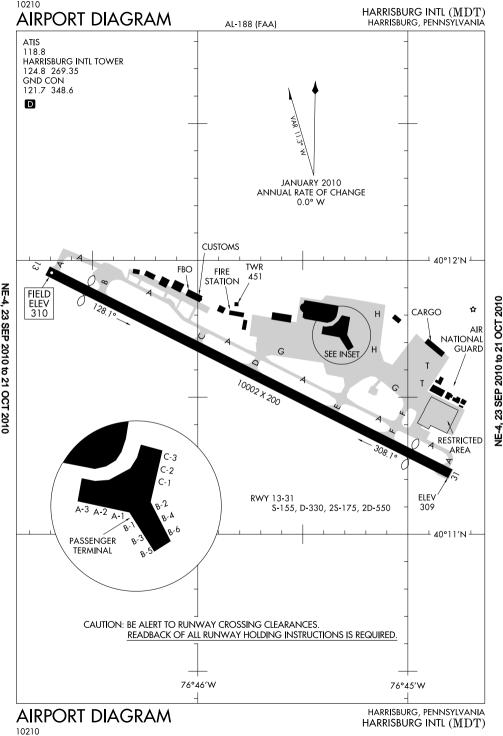
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

The Aeronautical information Manual Contains Sp	pecific details	on noid-short operations and	u markings.
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA LANCASTER (LNS)	26	13-31	5.190 feet
PHILADELPHIA, PA NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
PHILADELPHIA, PA	33	06-24	3,600 feet
PHILADELPHIA INTL (PHL)	09L 17	17-35 09L-27R	7,350 feet 4,400 feet
PITTSBURGH, PA			,
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA READING RGNL/CARL A. SPAATZ			
FIELD (RDG)	13 18	18-36 13-31	5,200 feet 3,050 feet
WILKES-BARRE/SCRANTON, PA	10	15-51	3,030 1881
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

23 SEP 2010 to 21 OCT 2010







**NEW YORK** 

**NEW YORK** 

L-30K, 34G

HARRISBURG INTL (MDT) 8 SE UTC-5(-4DT) N40°11.59′ W76°45.76′

310 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA Class I. ARFF Index C NOTAM FILE MDT

H-10H, 12J, L-29E, 34G, A IAP. AD

RWY 13-31: H10002X200 (ASPH-GRVD) S-155, D-330, 2S-175. 2D-550 HIRL CL

RWY 13: ALSF2, TDZL, PAPI(P4L)-GA 3.0° TCH 75', Thid dspicd

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Thid dsplcd 993'. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-10001 TODA-10001 ASDA-9063 LDA-8070

touch and go ldgs 0000-1100Z‡. TPA 1300(990) props; 1800(1490) jets. Rwy 13 touchdown, midfield and rollout rwy visual range avbl. Rwv 31 touchdown, midfield and rollout rwv

Ldg fee. Flight Notification Service (ADCUS) available. WEATHER DATA SOURCES: ASOS (717) 944-1372.

RWY 31: TORA-10001 TODA-10001 ASDA-9122 LDA-8132 AIRPORT REMARKS: Attended continuously. Bird flocks on and invof arpt. E apron clsd to transient acft without prior permission; call arpt manager 717-948-3921. Lgtd barricades on cargo ramp. No

visual range avbl. Rwy distance remaining signs unavailable indef.

COMMUNICATIONS: ATIS 118.8 R HARRISBURG APP/DEP CON 126.45 (080°-179°) 124.1 (180°-309°) 118.25 (310°-079°)

HARRISBURG INTL TOWER 124.8 GND CON 121.7

AIRSPACE: CLASS D svc continuously.

TRSA svc ctc APP CON 20 NM out. RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

LANCASTER (L) VORTAC 117.3

ENOLA NDB (LOM) 204 MD N40°14.78' W76°54.03' 127° 7.1 NM to fld. ILS 110.9 I-MDT Rwy 13. Class IIIE. LOM ENOLA NDB. LOC unusable above 1,800 at thid; above

Chan 53 N41°16.37'

4,800 byd Outer Marker (6.4 NM). I-HOA Rwv 31.

ILS 110.9 Class IB.

LRP

#### HAZLETON MUNI (HZL) 2 NW UTC-5(-4DT) N40°59.21' W75°59.69'

Chan 120 N40°07.20′ W76°17.48′ 291° 22.1 NM to fld. 399/09W.

В S4 FUEL 100LL, JET A NOTAM FILE IPT RWY 10-28: H4898X100 (ASPH) S-47, D-74, 2S-94 RWY 10: REIL. VASI(V4L)-GA 3.3° TCH 56', Trees.

RWY 28: MALS. VASI(V2R)-GA 3.25° TCH 47'. Trees. Rgt tfc. AIRPORT REMARKS: Attended 1300-2100Z±. Fuel svc after hrs by prior request 570-455-7641 or 570-436-4355. Parachute Jumping. Rwy 10 REIL OTS indef. ACTIVATE MIRL and VASI Rwy 10-28 REIL Rwy 10 and MALS Rwy 28-123.0. Rwy 28 VFR departure

procedure right turn heading 300° at end of rwy. Computerized weather information avbl; modem access 570-655-3911. Ldg

fee WEATHER DATA SOURCES: AWOS-3 119.975 (570) 459-4901.

COMMUNICATIONS: CTAF/UNICOM 123.0

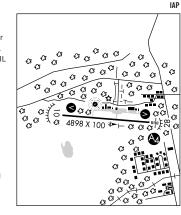
(R) WILKES-BARRE APP/DEP CON 126.3 CLNC DEL 121.7

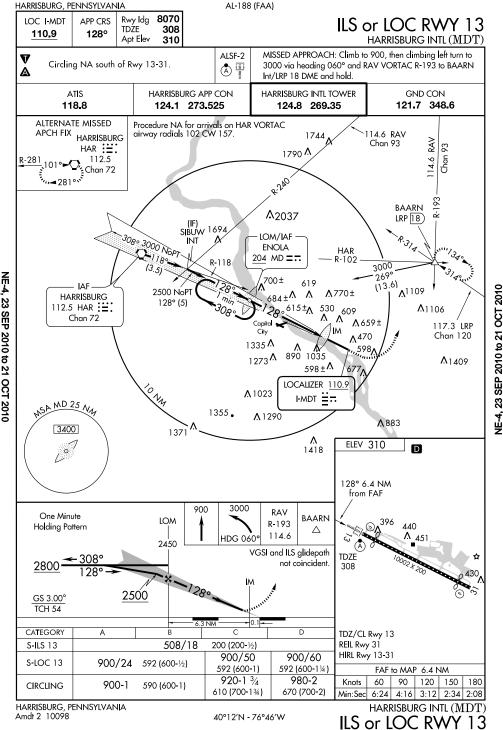
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP. WILKES-BARRE (L) VORTACW 111.6 LVZ

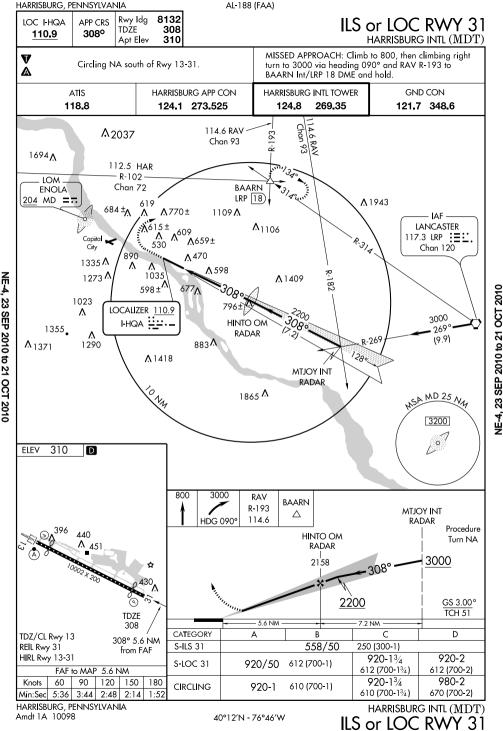
W75°41.37' 229° 22.0 NM to fld. 2120/10W.

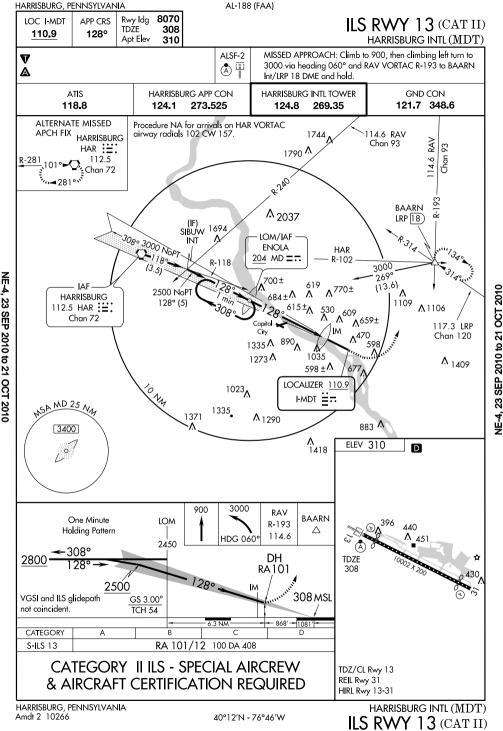
(T) VORW 109.4 HZL N40°58.51′ W76°07.55′ 092°6.0 NM to fld NOTAM FILE IPT. HUMBOLT NDB (MHW) 366 HXM N40°59.31′ W75°59.82′

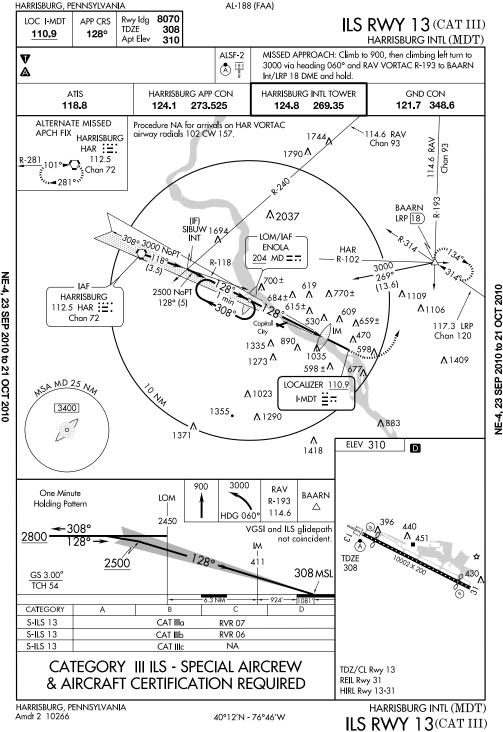
fld. NOTAM FILE IPT. (VFR only). SHUTDOWN. IIS 110.5 I-HZI Rwy 28 I OC I OC unusable aby 5000'

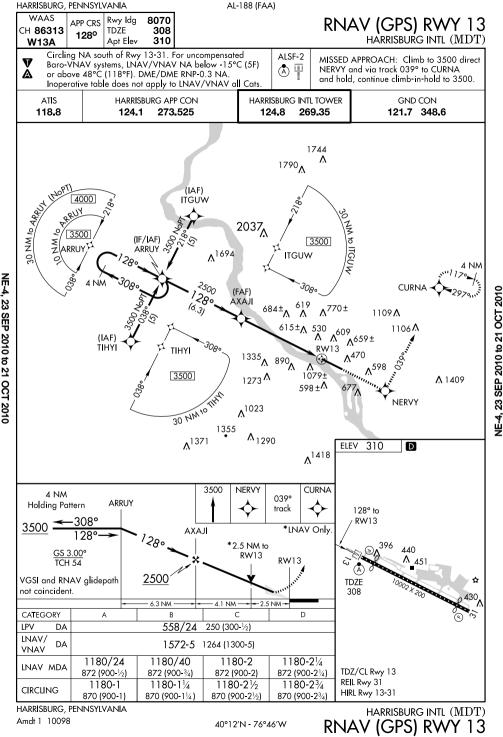


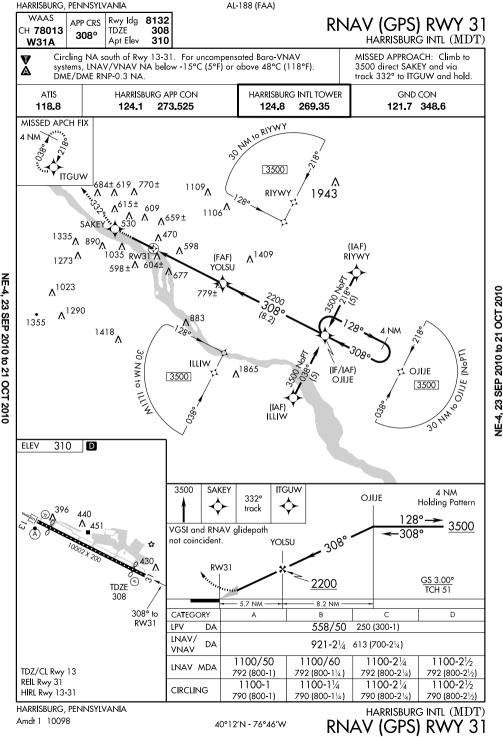












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**NEW YORK** 

**NEW YORK** 

L-30K, 34G

IAP

HARRISBURG INTL (MDT) 8 SE UTC-5(-4DT) N40°11.59′ W76°45.76′

310 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA NOTAM FILE MDT

H-10H, 12J, L-29E, 34G, A IAP. AD

RWY 13-31: H10002X200 (ASPH-GRVD) S-155, D-330, 2S-175. 2D-550 HIRL CL

RWY 13: ALSF2, TDZL, PAPI(P4L)-GA 3.0° TCH 75', Thid dspicd

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 51'. Thid dsplcd 993'. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

Class I. ARFF Index C

Ldg fee. Flight Notification Service (ADCUS) available. WEATHER DATA SOURCES: ASOS (717) 944-1372.

RWY 31: TORA-10001 TODA-10001 ASDA-9122 LDA-8132

RWY 13: TORA-10001 TODA-10001 ASDA-9063 LDA-8070

AIRPORT REMARKS: Attended continuously. Bird flocks on and invof arpt.

E apron clsd to transient acft without prior permission; call arpt

manager 717-948-3921. Lgtd barricades on cargo ramp. No touch and go ldgs 0000-1100Z‡. TPA 1300(990) props; 1800(1490) jets. Rwy 13 touchdown, midfield and rollout rwy

visual range avbl. Rwv 31 touchdown, midfield and rollout rwv visual range avbl. Rwy distance remaining signs unavailable indef.

R HARRISBURG APP/DEP CON 126.45 (080°-179°) 124.1 (180°-309°) 118.25 (310°-079°)

HARRISBURG INTL TOWER 124.8 GND CON 121.7

AIRSPACE: CLASS D svc continuously.

TRSA svc ctc APP CON 20 NM out.

COMMUNICATIONS: ATIS 118.8

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS. LANCASTER (L) VORTAC 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ 291° 22.1 NM to fld. 399/09W.

ENOLA NDB (LOM) 204 MD N40°14.78' W76°54.03' 127° 7.1 NM to fld. ILS 110.9 I-MDT Rwy 13. Class IIIE. LOM ENOLA NDB. LOC unusable above 1,800 at thid; above 4,800 byd Outer Marker (6.4 NM).

ILS 110.9 I-HOA Rwv 31. Class IB.

HAZLETON MUNI (HZL)

2 NW UTC-5(-4DT) N40°59.21' W75°59.69'

В S4 FUEL 100LL, JET A NOTAM FILE IPT RWY 10-28: H4898X100 (ASPH) S-47, D-74, 2S-94 RWY 10: REIL. VASI(V4L)-GA 3.3° TCH 56', Trees.

RWY 28: MALS. VASI(V2R)-GA 3.25° TCH 47'. Trees. Rgt tfc. AIRPORT REMARKS: Attended 1300-2100Z±. Fuel svc after hrs by prior request 570-455-7641 or 570-436-4355. Parachute Jumping. Rwy 10 REIL OTS indef. ACTIVATE MIRL and VASI Rwy 10-28 REIL Rwy 10 and MALS Rwy 28-123.0. Rwy 28 VFR departure

procedure right turn heading 300° at end of rwy. Computerized weather information avbl; modem access 570-655-3911. Ldg

fee WEATHER DATA SOURCES: AWOS-3 119.975 (570) 459-4901.

COMMUNICATIONS: CTAF/UNICOM 123.0

(R) WILKES-BARRE APP/DEP CON 126.3 CLNC DEL 121.7

RADIO AIDS TO NAVIGATION: NOTAM FILE AVP. Chan 53 N41°16.37'

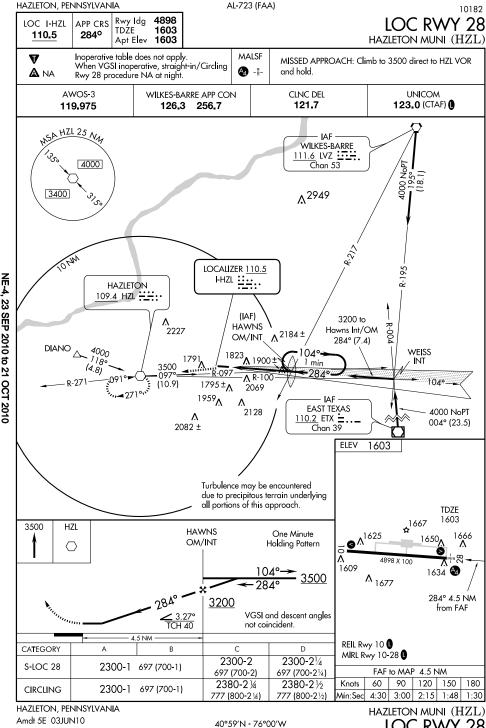
WILKES-BARRE (L) VORTACW 111.6 LVZ

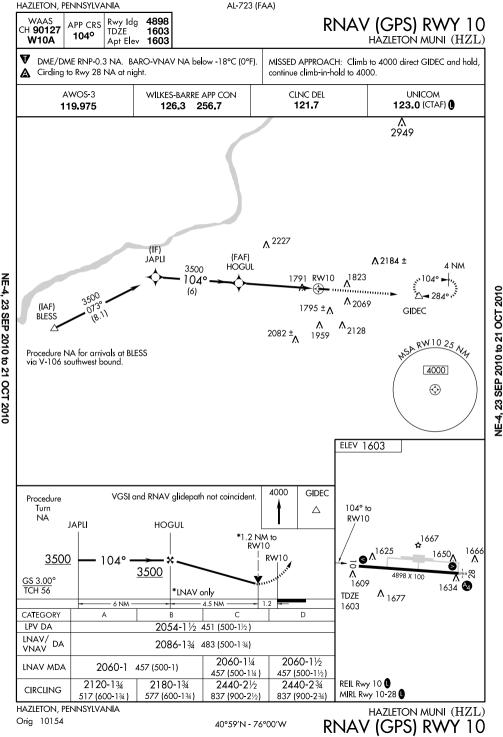
W75°41.37' 229° 22.0 NM to fld. 2120/10W.

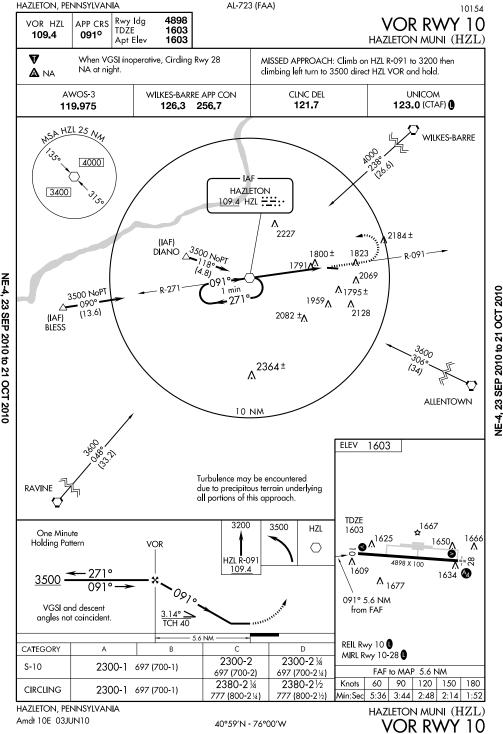
(T) VORW 109.4 HZL N40°58.51′ W76°07.55′ 092°6.0 NM to fld NOTAM FILE IPT. HUMBOLT NDB (MHW) 366 HXM N40°59.31′ W75°59.82′

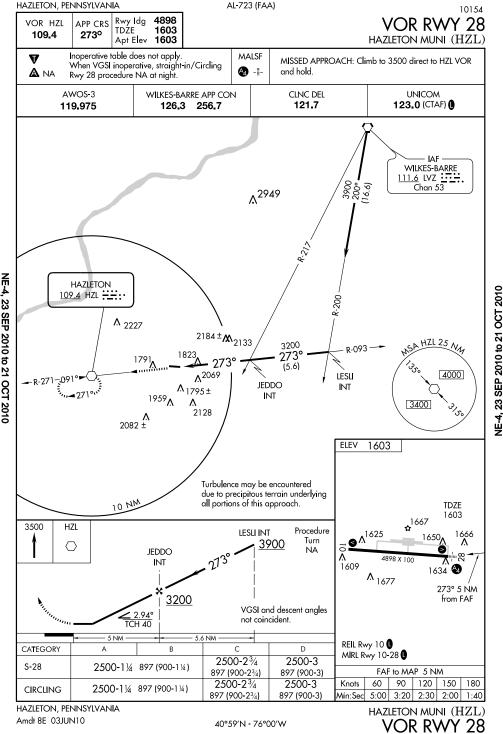
fld. NOTAM FILE IPT. (VFR only). SHUTDOWN. IIS 110.5 I-HZI Rwy 28 I OC I OC unusable aby 5000'

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PENNSYLVANIA 238 HONESDALE CHERRY RIDGE UTC-5(-4DT) N41°30.92′ W75°15.09′ (N3Ø) 3 S

FUEL 100LL NOTAM FILE IPT

S-10 LIRL(NSTD)

RWY 36: Thid dspicd 417'. Trees.

RWY 18-36: H2420X50 (ASPH)

HONFY GROVE

501 R

1301/10W.

NDB (MHW) 366

(L) VORTAC 108.2 IHD

RWY 10-28: H4000X75 (ASPH)

Rwv 28 REIL OTS indef.

W78°44.82'

to fld. SHUTDOWN. ILS/DME 109.5

NDB (MHW) 242

COMMUNICATIONS: CTAF/UNICOM 122.8 CLEVELAND CENTER APP/DEP CON 121.2

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

I-IDI

portion unusable byd 15 NM blo 3700'.

250 S4 FUEL JET A

HELIPAD H1: H65X65 (ASPH) HELIPAD H1: Tree.

by flood lgts from building. COMMUNICATIONS: CTAF/UNICOM 123.075 HUMBOLT N40°59 31' W75°59 82'

HXM

INDIAN HEAD N39°58.45′ W79°21.50′

RCO 122.1R 108.2T (ALTOONA RADIO) INDIANA CO (JIMMY STEWART FLD) (IDI)

570-253-2276, Rotating bon OTS indef, ACTIVATE bon and NSTD LIRL Rwv 18-36-122.75, Rwv 18-36 NSTD LIRL 55' from rwy edge.

R S4

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) WILKES-RARRE APP/DEP CON 124 5 RADIO AIDS TO NAVIGATION: NOTAM FILE AVP. WILKES-BARRE (L) VORTACW 111.6

STOTTLE MEM HELIPORT NOTAM FILE IPT

(Ø2P) HELIPAD H1: 100X100 (TURF)

HELIPORT REMARKS: Unattended. H1-100' P-line (marked) 2130' west, 40' trees 110' north and south, 5' fence 54' from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 Igts each side with patio block markers between

each Igt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter Igts Helipad H1-122.8. ACTIVATE rotating bcn-122.8

COMMUNICATIONS: CTAF/UNICOM 123.05 HARRISBURG APP/DEP CON 124.1

NOTAM FILE IPT

Chan 19

B S2 FUEL 100LL, JET A NOTAM FILE IDI

RWY 10: REIL. VASI(V2L)-GA 3.0°TCH 42'. Trees. RWY 28: REIL. VASI(V2L)-GA 3.0° TCH 29'. Trees.

WEATHER DATA SOURCES: AWOS-3 126.625 (724) 463-8551.

REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79'

Chan 32

297°17.1 NM to fld. 2340/09W.

INP N40°37.92′ W79°03.96′ 281° 1.7 NM

**Rwy 28** 

S-18

AIRPORT REMARKS: Attended 1230Z‡-dusk. Arpt attendance after hours by prior arrangement call 724-463-3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef.

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY. HARRISBURG (L) VORTAC 112.5 HAR

Ø SE

Chan 72 HORSHAM VALLEY AIRWAYS INC HELIPORT (N48)

NOTAM FILE IPT

on Hazelton Muni, VFR only, SHUTDOWN,

2 E

MIRL

NOTAM FILE AOO.

272° 13.8 NM to Connellsville, 2820/06W.

UTC-5(-4DT)

(LOC only). DME

1.1% up E

UTC-5(-4DT)

2 NW

HELIPORT REMARKS: Attended Mon-Fri 1230-2300Zt. For attendant on weekends call 215-674-2100, Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 Igtd

N40°37.93' W79°06.33'

Private

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UTC-5(-4DT) N40°12.12′ W75°10.69′

295° 23.2 NM to fld.

NEW YORK

NFW YORK

CINCINNATI H-10H. L-29C

DETROIT L-29C

IAP

€3

80

a €3 C3 C3

4000 X 75

N40°18.13′ W77°04.17′

0.5% up N

Chan 53 N41°16.37' W75°41.37'

Not insp

AIRPORT REMARKS: Attended Apr-Oct 1200-0200Z±, Nov-Mar 1300-2200Z±, For fuel after hours call arpt manager

N40°24.22′ W77°33.40′

064° 24.6 NM to fld. 2120/10W

DETROIT

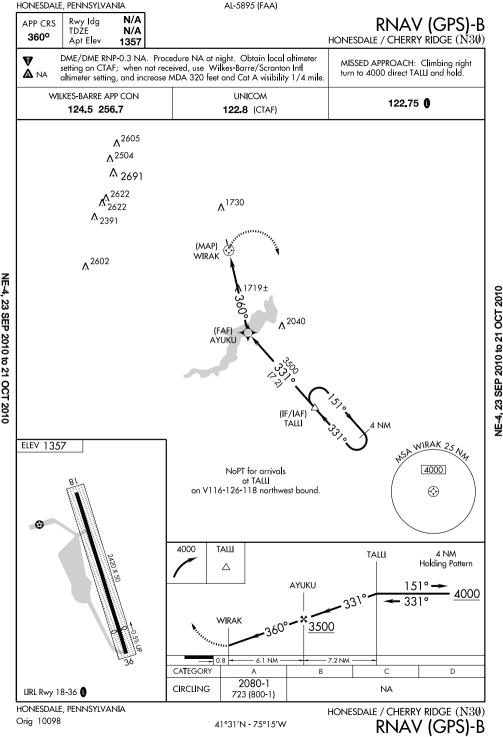
1-29D A

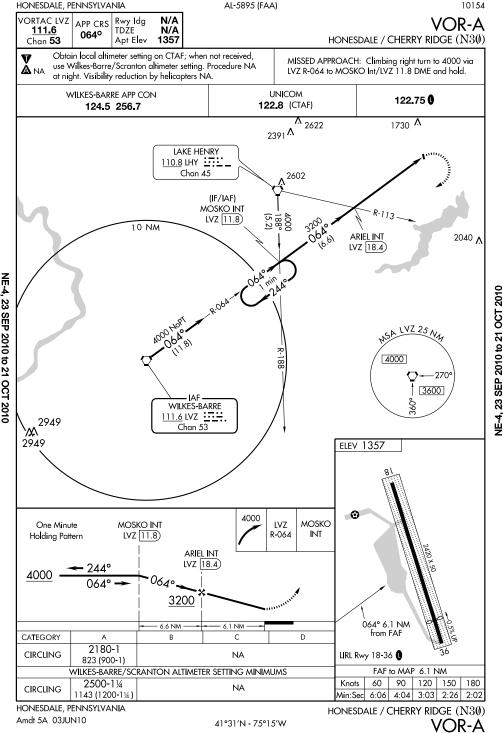
NEW YORK

IAP

L-30K, 33A, 34H

ΙΔΡ





PENNSYLVANIA 238 HONESDALE CHERRY RIDGE UTC-5(-4DT) N41°30.92′ W75°15.09′ (N3Ø) 3 S

FUEL 100LL NOTAM FILE IPT

S-10 LIRL(NSTD)

RWY 36: Thid dspicd 417'. Trees.

RWY 18-36: H2420X50 (ASPH)

HONFY GROVE

501 R

1301/10W.

NDB (MHW) 366

(L) VORTAC 108.2 IHD

RWY 10-28: H4000X75 (ASPH)

Rwv 28 REIL OTS indef.

W78°44.82'

to fld. SHUTDOWN. ILS/DME 109.5

NDB (MHW) 242

COMMUNICATIONS: CTAF/UNICOM 122.8 CLEVELAND CENTER APP/DEP CON 121.2

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

I-IDI

portion unusable byd 15 NM blo 3700'.

250 S4 FUEL JET A

HELIPAD H1: H65X65 (ASPH) HELIPAD H1: Tree.

by flood lgts from building. COMMUNICATIONS: CTAF/UNICOM 123.075 HUMBOLT N40°59 31' W75°59 82'

HXM

INDIAN HEAD N39°58.45′ W79°21.50′

RCO 122.1R 108.2T (ALTOONA RADIO) INDIANA CO (JIMMY STEWART FLD) (IDI)

570-253-2276, Rotating bon OTS indef, ACTIVATE bon and NSTD LIRL Rwv 18-36-122.75, Rwv 18-36 NSTD LIRL 55' from rwy edge.

R S4

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) WILKES-RARRE APP/DEP CON 124 5 RADIO AIDS TO NAVIGATION: NOTAM FILE AVP. WILKES-BARRE (L) VORTACW 111.6

STOTTLE MEM HELIPORT NOTAM FILE IPT

(Ø2P) HELIPAD H1: 100X100 (TURF)

HELIPORT REMARKS: Unattended. H1-100' P-line (marked) 2130' west, 40' trees 110' north and south, 5' fence 54' from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 Igts each side with patio block markers between

each Igt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter Igts Helipad H1-122.8. ACTIVATE rotating bcn-122.8

COMMUNICATIONS: CTAF/UNICOM 123.05 HARRISBURG APP/DEP CON 124.1

NOTAM FILE IPT

Chan 19

B S2 FUEL 100LL, JET A NOTAM FILE IDI

RWY 10: REIL. VASI(V2L)-GA 3.0°TCH 42'. Trees. RWY 28: REIL. VASI(V2L)-GA 3.0° TCH 29'. Trees.

WEATHER DATA SOURCES: AWOS-3 126.625 (724) 463-8551.

REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79'

Chan 32

297°17.1 NM to fld. 2340/09W.

INP N40°37.92′ W79°03.96′ 281° 1.7 NM

**Rwy 28** 

S-18

AIRPORT REMARKS: Attended 1230Z‡-dusk. Arpt attendance after hours by prior arrangement call 724-463-3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef.

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY. HARRISBURG (L) VORTAC 112.5 HAR

Ø SE

Chan 72 HORSHAM VALLEY AIRWAYS INC HELIPORT (N48)

NOTAM FILE IPT

on Hazelton Muni, VFR only, SHUTDOWN,

2 E

MIRL

NOTAM FILE AOO.

272° 13.8 NM to Connellsville, 2820/06W.

UTC-5(-4DT)

(LOC only). DME

1.1% up E

UTC-5(-4DT)

2 NW

HELIPORT REMARKS: Attended Mon-Fri 1230-2300Zt. For attendant on weekends call 215-674-2100, Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 Igtd

N40°37.93' W79°06.33'

Private

Œ

UTC-5(-4DT) N40°12.12′ W75°10.69′

295° 23.2 NM to fld.

NEW YORK

NFW YORK

CINCINNATI H-10H. L-29C

DETROIT L-29C

IAP

€3

80

a €3 C3 C3

4000 X 75

N40°18.13′ W77°04.17′

0.5% up N

Chan 53 N41°16.37' W75°41.37'

Not insp

AIRPORT REMARKS: Attended Apr-Oct 1200-0200Z±, Nov-Mar 1300-2200Z±, For fuel after hours call arpt manager

N40°24.22′ W77°33.40′

064° 24.6 NM to fld. 2120/10W

DETROIT

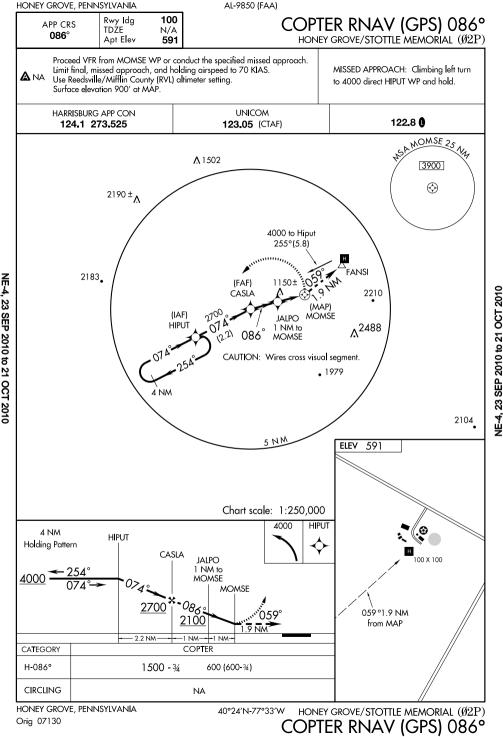
1-29D A

NEW YORK

IAP

L-30K, 33A, 34H

ΙΔΡ



PENNSYLVANIA 238 HONESDALE CHERRY RIDGE UTC-5(-4DT) N41°30.92′ W75°15.09′ (N3Ø) 3 S

FUEL 100LL NOTAM FILE IPT

S-10 LIRL(NSTD)

RWY 36: Thid dspicd 417'. Trees.

RWY 18-36: H2420X50 (ASPH)

HONFY GROVE

501 R

1301/10W.

NDB (MHW) 366

(L) VORTAC 108.2 IHD

RWY 10-28: H4000X75 (ASPH)

Rwv 28 REIL OTS indef.

W78°44.82'

to fld. SHUTDOWN. ILS/DME 109.5

NDB (MHW) 242

COMMUNICATIONS: CTAF/UNICOM 122.8 CLEVELAND CENTER APP/DEP CON 121.2

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

I-IDI

portion unusable byd 15 NM blo 3700'.

250 S4 FUEL JET A

HELIPAD H1: H65X65 (ASPH) HELIPAD H1: Tree.

by flood lgts from building. COMMUNICATIONS: CTAF/UNICOM 123.075 HUMBOLT N40°59 31' W75°59 82'

HXM

INDIAN HEAD N39°58.45′ W79°21.50′

RCO 122.1R 108.2T (ALTOONA RADIO) INDIANA CO (JIMMY STEWART FLD) (IDI)

570-253-2276, Rotating bon OTS indef, ACTIVATE bon and NSTD LIRL Rwv 18-36-122.75, Rwv 18-36 NSTD LIRL 55' from rwy edge.

R S4

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) WILKES-RARRE APP/DEP CON 124 5 RADIO AIDS TO NAVIGATION: NOTAM FILE AVP. WILKES-BARRE (L) VORTACW 111.6

STOTTLE MEM HELIPORT NOTAM FILE IPT

(Ø2P) HELIPAD H1: 100X100 (TURF)

HELIPORT REMARKS: Unattended. H1-100' P-line (marked) 2130' west, 40' trees 110' north and south, 5' fence 54' from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 Igts each side with patio block markers between

each Igt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter Igts Helipad H1-122.8. ACTIVATE rotating bcn-122.8

COMMUNICATIONS: CTAF/UNICOM 123.05 HARRISBURG APP/DEP CON 124.1

NOTAM FILE IPT

Chan 19

B S2 FUEL 100LL, JET A NOTAM FILE IDI

RWY 10: REIL. VASI(V2L)-GA 3.0°TCH 42'. Trees. RWY 28: REIL. VASI(V2L)-GA 3.0° TCH 29'. Trees.

WEATHER DATA SOURCES: AWOS-3 126.625 (724) 463-8551.

REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79'

Chan 32

297°17.1 NM to fld. 2340/09W.

INP N40°37.92′ W79°03.96′ 281° 1.7 NM

**Rwy 28** 

S-18

AIRPORT REMARKS: Attended 1230Z‡-dusk. Arpt attendance after hours by prior arrangement call 724-463-3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef.

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY. HARRISBURG (L) VORTAC 112.5 HAR

Ø SE

Chan 72 HORSHAM VALLEY AIRWAYS INC HELIPORT (N48)

NOTAM FILE IPT

on Hazelton Muni, VFR only, SHUTDOWN,

2 E

MIRL

NOTAM FILE AOO.

272° 13.8 NM to Connellsville, 2820/06W.

UTC-5(-4DT)

(LOC only). DME

1.1% up E

UTC-5(-4DT)

2 NW

HELIPORT REMARKS: Attended Mon-Fri 1230-2300Zt. For attendant on weekends call 215-674-2100, Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 Igtd

N40°37.93' W79°06.33'

Private

Œ

UTC-5(-4DT) N40°12.12′ W75°10.69′

295° 23.2 NM to fld.

NEW YORK

NFW YORK

CINCINNATI H-10H. L-29C

DETROIT L-29C

IAP

€3

80

a €3 C3 C3

4000 X 75

N40°18.13′ W77°04.17′

0.5% up N

Chan 53 N41°16.37' W75°41.37'

Not insp

AIRPORT REMARKS: Attended Apr-Oct 1200-0200Z±, Nov-Mar 1300-2200Z±, For fuel after hours call arpt manager

N40°24.22′ W77°33.40′

064° 24.6 NM to fld. 2120/10W

DETROIT

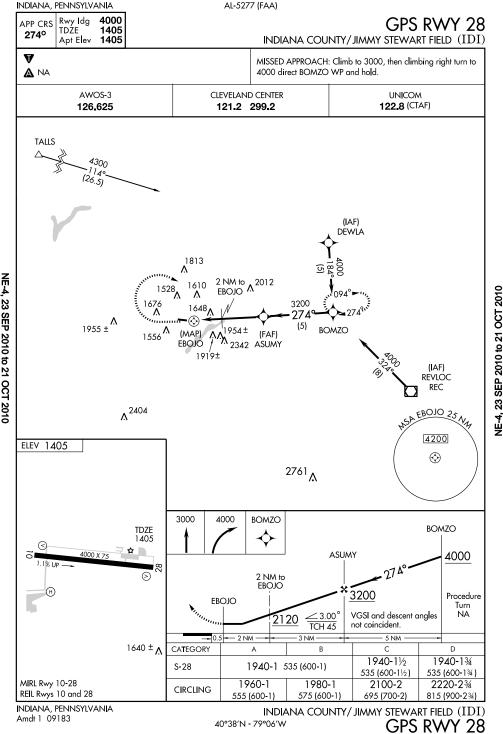
1-29D A

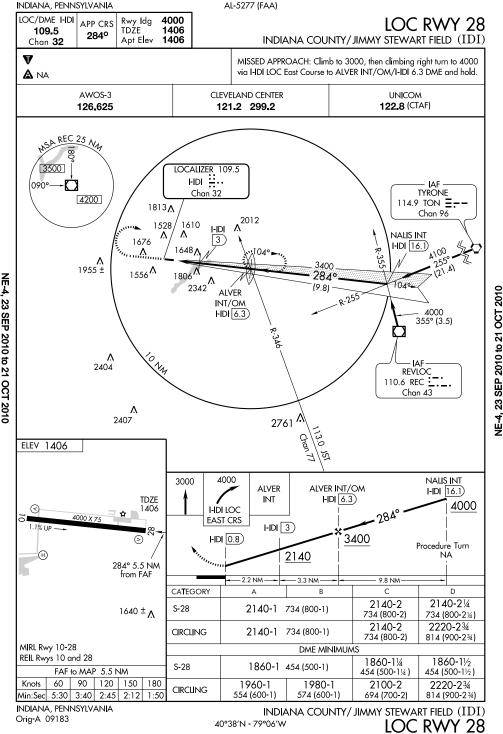
NEW YORK

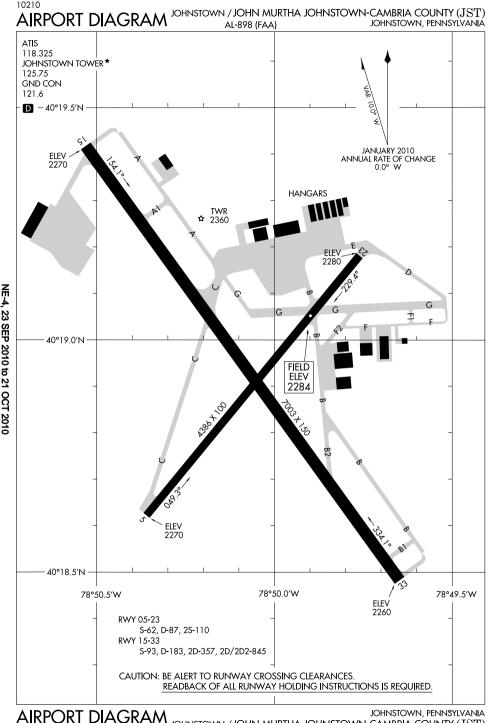
IAP

L-30K, 33A, 34H

ΙΔΡ







NE-4, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

PENNSYLVANIA 240

N40°18.97° W78°50.04'

## INHNSTOWN

2284 B S4 FUEL 100LL, JET A NOTAM FILE JST RWY 15-33: H7003X150 (ASPH-GRVD) S-93, D-183, 2D-357, 2D/2D2-845 HIRL

RWY 15: VASI(V4L)-GA 3.0° TCH 52'. Trees. ଫଣ

RWY 33: MALSR. PAPI (P4R)-GA 3.0° TCH 53'. Antenna.

RWY 05: REIL. PAPI(P4L)-GA 3.0° TCH 41'.

RWY 23: REIL. VASI(V4L)-GA 3.0° TCH 49'. Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-4386 TODA-4386 ASDA-4386 LDA-4386

RWY 15: TORA-7003 TODA-7003 ASDA-7003

RWY 23: TORA-4386 TODA-4386 ASDA-4386

RWY 33: TORA-7003 TODA-7003 ASDA-7003

AIRPORT REMARKS: Attended 1100-0500Z‡. Rwy 15 +6' sign 70' from

thld 189' left. Rwy 05 +6' sign 73' from thld 76' left. Caution deer and birds on and in vicinity of arpt. 48 hrs PPR for unscheduled air carriers ops with more than 30 passenger seats; call arpt

manager 814-536-0002. When twr clsd ACTIVATE HIRL Rwy 15-33, MALSR Rwy 33, PAPI Rwy 33, twy Igts Twy A, Twy B, Twy

G, and main terminal apron-CTAF. MIRL Rwy 05-23 unavailable when twr clsd. Ldg fee.

MILITARY REMARKS: AR All fixed wing ramp use PPR ctc AR weekdays 1300-2130Z‡ C814-532-7600. Fixed wing park first 5 pads facing hangar. Ltd maintenance fixed wing. Ramp

pilot controlled lgt twy and parking, 143.3. ARNG All tfc to ARNG ramp weekdays 1300-2130Z‡ ctc Keystone OPS, other times PPR C814-532-7720. Ramp pilot controlled lgts 143.3.

WEATHER DATA SOURCES: ASOS 118.325 (C814) 535-3511. COMMUNICATIONS: CTAF 125.75 UNICOM 122.95 ATIS 118.325 JOHNSTOWN RCO 122.65 122.1R 113.0T (ALTOONA RADIO)

CLEVELAND CENTER APP/DEP CON 121.2 299.2 TOWER 125.75 (1100-0200Z‡) GND CON 121.6 KEYSTONE OPS ARNG 139.15 241.35 36.50 AIRSPACE: CLASS D svc 1100-0200Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE JST. (L) VORTAC 113.0 JST Chan 77 N40°19.00' W78°50.05' at fld. 2280/6W.

VORTAC unusable 110°-135° TACAN azimuth unusable 135°-175°

I-JST Rwy 33. Class IT.

Chan 107

(Ø7N)

Chan 45 VOR portion unusable 210°-265° byd 12 NM.

(See LEBANON)

**KEATING** N41°12.90′ W78°08.57′

RCO 122.1R 116.0T (ALTOONA RADIO)

NOTAM FILE IPT

of rwy and 2 white tires east side of rwy. COMMUNICATIONS: CTAF/UNICOM 122.8 **LAKE HENRY** N41°28.55′ W75°28.96′

(H) VORTAC 116.0 ETG

BERMUDIAN VALLEY AIRPARK

(L) VORTACW 110.8 LHY

(See MARS)

RWY 16-34: 2200X100 (TURF) RWY 16: Thid dspicd 370'. Trees.

KELLER BROTHERS

470 S4

LAKE HILL

KRALLTOWN

(See CONNELLSVILLE)

NOTAM FILE AOO.

JOSEPH A. HARDY

KAMPEL (See WELLSVILLE)

NOTAM FILE IPT.

RWY 34: Thid dspicd 100'. Trees. AIRPORT REMARKS: Attended irregularly. Field soft after prolonged rain. Rwy 16-34 marked with white painted tires. Ultralight and glider activity on and invof arpt. Rwy 16 and 34 dsplcd thlds marked with orange cones each side

2 W UTC-5(-4DT) N40°01.01' W77°00.23'

309° 14.1 NM to Seamans Fld. 2320/10W. HIWAS. H-10I, 12J, L-30K, 33A, 34H

316° 20.1 NM to St. Marys Muni. 2250/10W.

GS unusable byd 4° left of course. Unmonitored when twr clsd. COMM/NAV/WEATHER REMARKS: UNICOM frequency 122.95 avbl for ground services only.

LDA-4386

LDA-7003

LDA-7003

H-10H. 12I. L-29D

IAP, DIAP, AD

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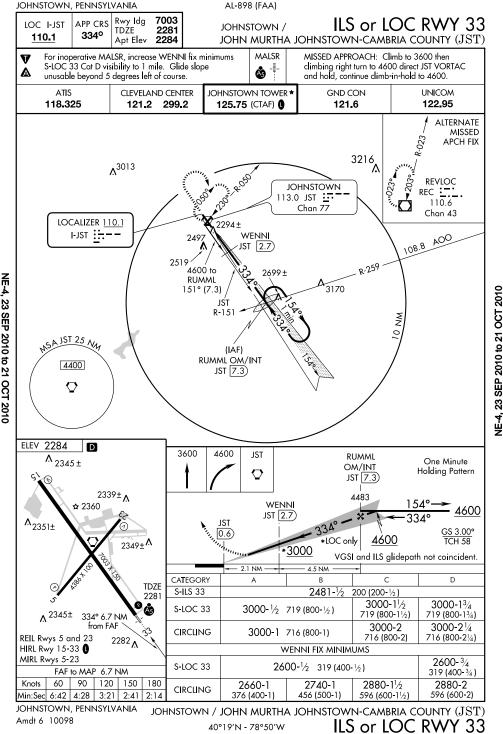
DETROIT

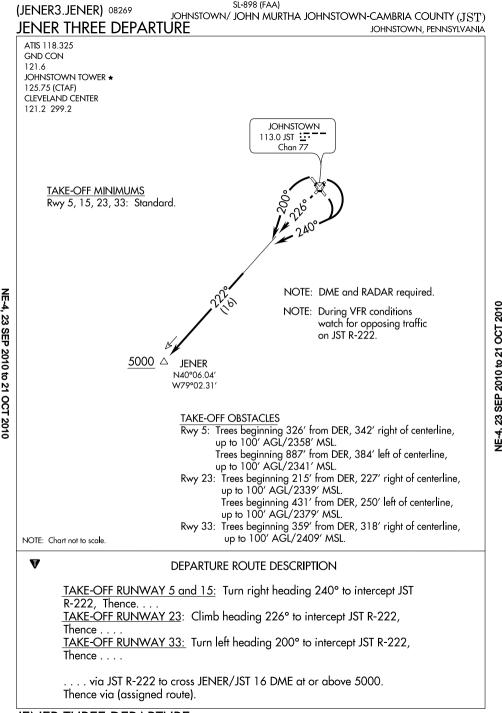
**NEW YORK** 

DETROIT H-10H, L-30I

RWY 05-23: H4386X100 (ASPH) S-62, D-87, 2S-110 MIRL

JOHN MURTHA JOHNSTOWN—CAMBRIA CO (JST)(KJST) CIV/MIL/ANG/ARNG/AR 3 NE UTC-5(-4DT) DETROIT Class I, ARFF Index A





GND CON TAKE-OFF MINIMUMS 121.6 Rwy 5, 15, 23, 33: Standard with minimum JOHNSTOWN TOWER \* ATC climb of 235' per NM to 5000. 125.75 (CTAF) **REVLOC CLEVELAND CENTER** 110.6 REC : 121.2 299.2 Chan 43 **TAKE-OFF OBSTACLES** Rwy 5: Trees beginning 326' from DER, 342' right of centerline, up to 100' AGL/2358'MSL. Trees beginning 887' from DER, 384' left of centerline, up to 100' AGL/2341' MSL. 5000 Rwy 23: Trees beginning 215' from DER, 227' right of centerline, up to 100' AGL/2339' MSL. LILLI N40°27.87' Trees beginning 431' from DER, 250' left of W78°39.46' centerline, up to 100' AGL/2379' MSL. L-29 Rwy 33: Trees beginning 359' from DER, 318' right of centerline, up to 100' AGL/2409' MSL. NE-4, 23 SEP 2010 to 21 OCT 2010 NE-4, 23 SEP 2010 to 21 OCT 2010 **JOHNSTOWN** 113.0 JST 🚟 Chan 77 NOTE: During VFR conditions watch for opposing traffic on JST R-048. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 5: Climb heading 046° to intercept JST R-048, Thence . . . . TAKE-OFF RUNWAY 15: Turn left heading 015° to intercept JST R-048, TAKE-OFF RUNWAY 23: Turn right heading 070° to intercept JST R-048, TAKE-OFF RUNWAY 33: Turn right heading 090° to intercept JST R-048, Thence . . . . . . . . via JST R-048 to cross LILLI INT at or above 5000 Thence via (assigned route). LILLI THREE DEPARTURE JOHNSTOWN, PENNSYLVANIA JOHNSTOWN/JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST) (LILLI3.LILLI) 08269

JOHNSTOWN/

SL-898 (FAA)

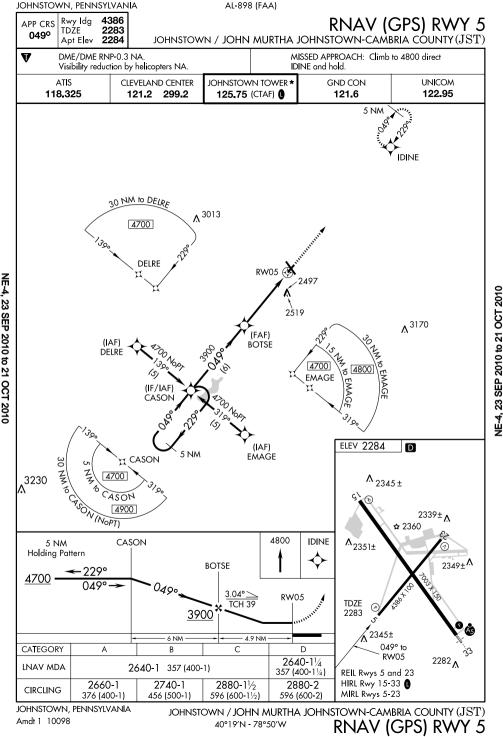
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

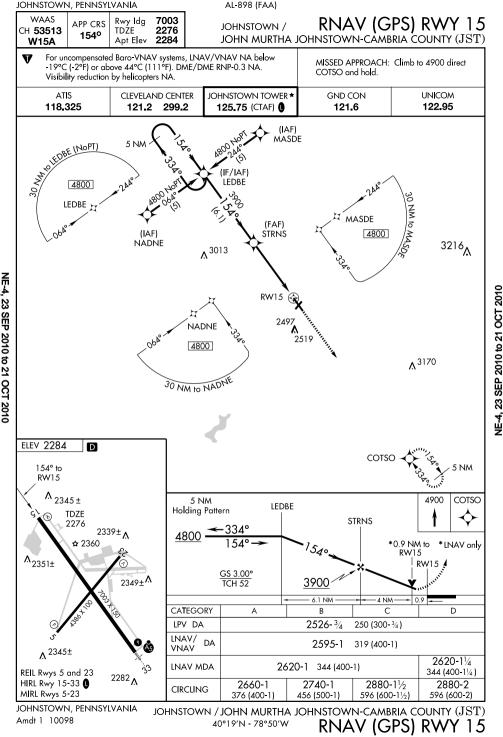
JOHNSTOWN, PENNSYLVANIÁ

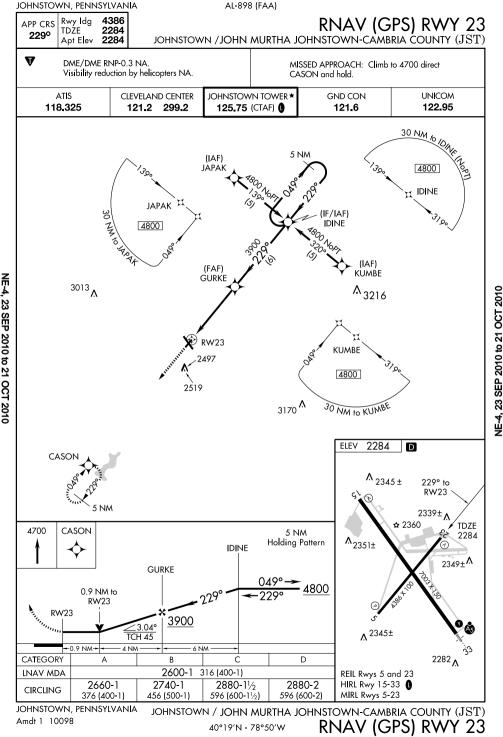
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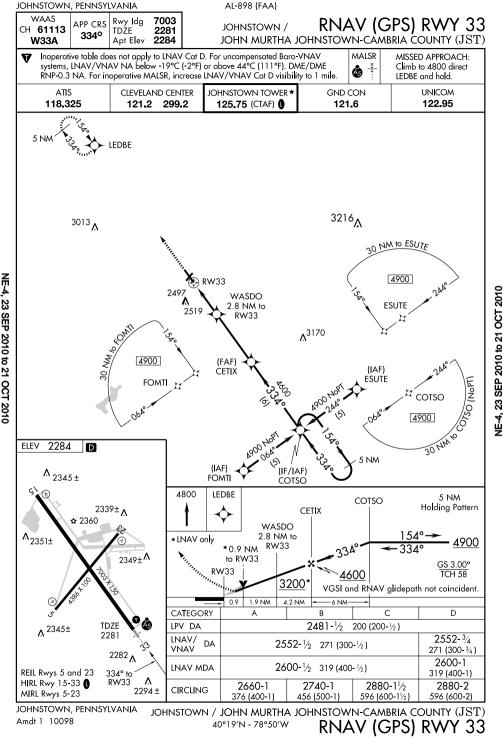
ATIS 118.325

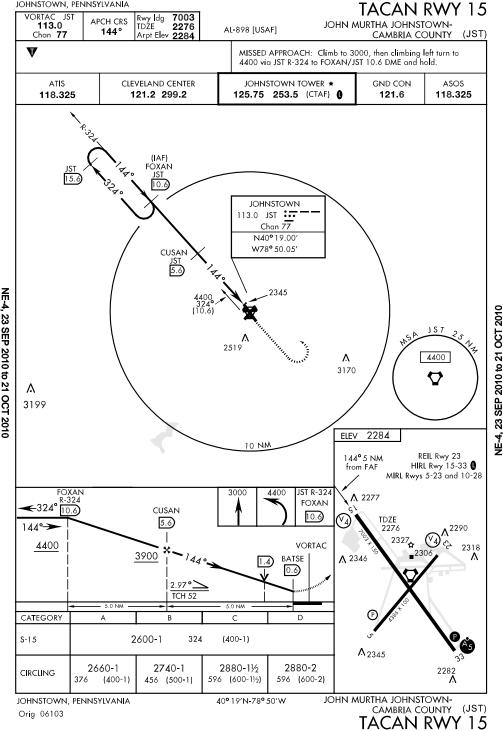
LILLI THREE DEPARTURE

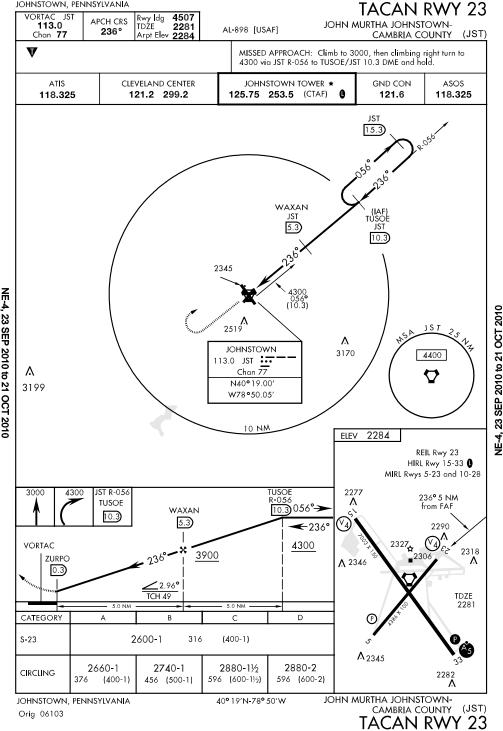


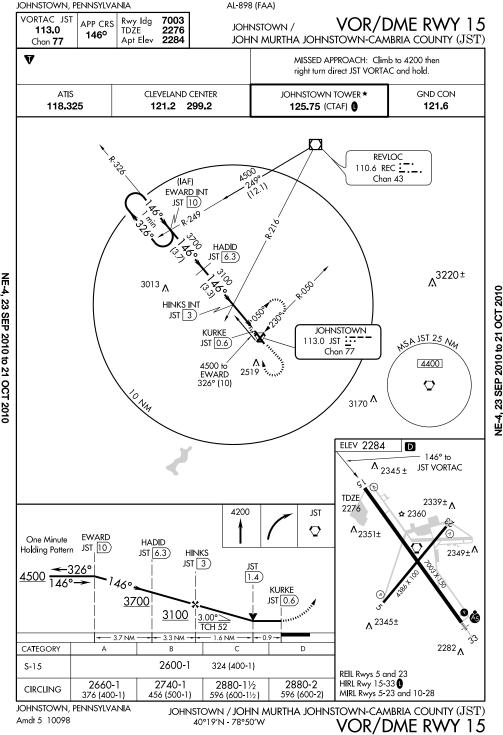


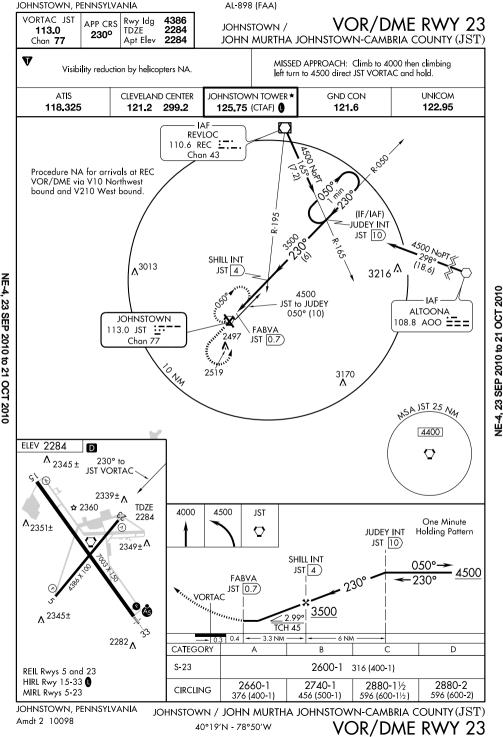


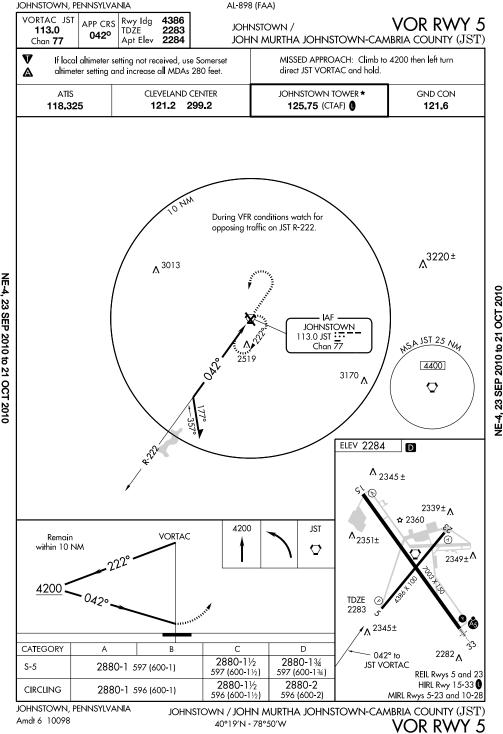


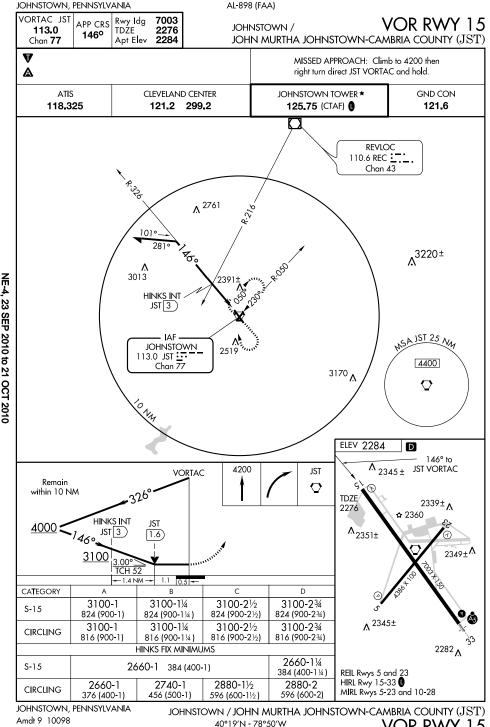




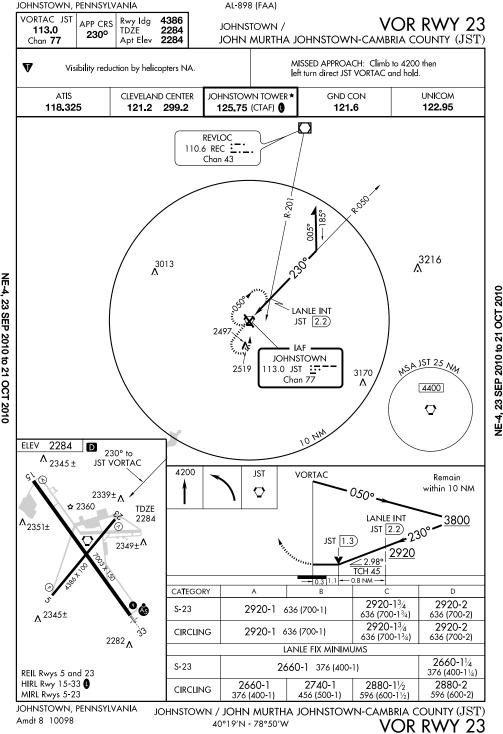


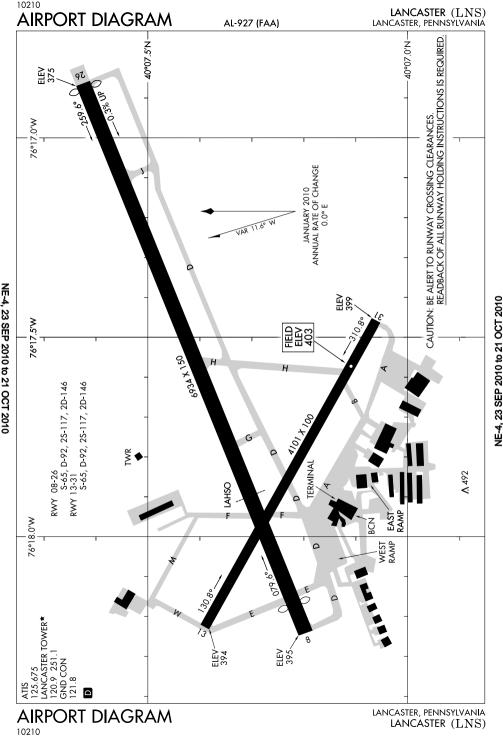






NE-4, 23 SEP 2010 to 21 OCT 2010





## **PENNSYLVANIA**

## LANCASTER (LNS) 4 N UTC-5(-4DT) N40°07.34' W76°17.66' NEW YORK 403 B S4 FUEL 100LL, JET A OX 4 TPA-1403 (1000) Class II, ARFF Index A H-10H, 12J, L-29E, 34G, A NOTAM FILE LNS RWY 08-26: H6934X150 (ASPH-GRVD) S-65, D-92, 2S-117. ß C3 C3 G G 2D-146 HIRL 0.3% up W ദേദ 03 03 G G RWY 08: MALSR, PAPI(P4L)—GA 3.0° TCH 40', Thid dspicd 358'. Road. RWY 26: PAPI(P4L)—GA 3.0° TCH 47'. Thid dsplcd 59'. RWY 13-31: H4101X100 (ASPH) S-65, D-92, 2S-117, 2D-146 MIRL 6, RWY 13: Tree. RWY 31: REIL. VASI(V4L)-GA 3.0° TCH 37'. LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVBL **RWY 26** 13-31 5190 RUNWAY DECLARED DISTANCE INFORMATION: RWY 08: TORA-6934 TODA-6934 ASDA-6475 LDA-6117 LDA-4102 RWY 13: TORA-4102 TODA-4102 ASDA-4102 RWY 26: TORA-6934 TODA-6934 ASDA-6384 LDA-6325 RWY 31. TORA-4102 TODA-4102 ASDA-4102 LDA-4102 AIRPORT REMARKS: Attended Mon-Fri 1100-0300Z±. Sat Rwy 13-31: 4101 X 100 1200-0100Z‡, Sun 1200-0300Z‡. AER 31 safety area unavbl due to reconstruction project. Rwy Igts and MALSR unmonitored when twr clsd. No edge Igts on Twy N, reflectors only, PPR 24 hours for air carrier ops with more than 30 passenger seats, call arpt manager 717-569-1221. When twr clsd ACTIVATE HIRL Rwy 08-26, MALSR Rwy 08, MIRL Rwy 13-31, REIL Rwy 31, and twy lgts-CTAF. WEATHER DATA SOURCES: ASOS (717) 569-8860. COMMUNICATIONS: CTAF 120.9 ATIS 125.675 UNICOM 122.95 RCO 122.1R 117.3T (WILLIAMSPORT RADIO)

320°-340° bvd 18 NM blo 5000'

320°-340° bvd 25 NM blo 6000'

ILS unmonitored when twr clsd.

(R) HARRISBURG APP/DEP CON 126.45

TOWER 120.9 (1100-0400Z‡) GND CON 121.8

AIRSPACE: CLASS D svc effective 1100-0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LINS

(L) VORTAC 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ at fld. 399/09W.

COMM/NAV/WEATHER REMARKS: When twr clsd pickup clearance TF 800-932-0712.

VOR unusable:

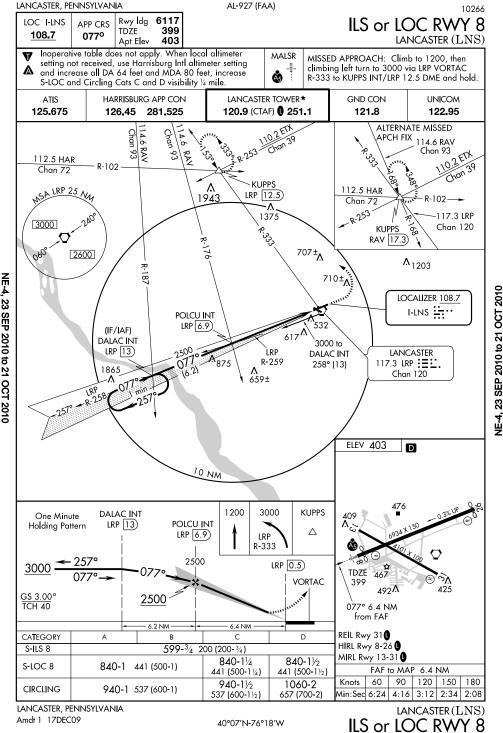
195°-220° bvd 25 NM blo 3000' 221°-273° bvd 21 NM blo 4500'

DME unusable 331°-039° bvd 30 NM.

ILS 108.7 I-LNS Rwy 08. Class IE

**LATLE** N40°10.69′ W77°00.34′ NOTAM FILE CXY.

NDB (LOM) 219 CX 083° 7.5 NM to Capital City, Unmonitored when Capital City twr clsd.



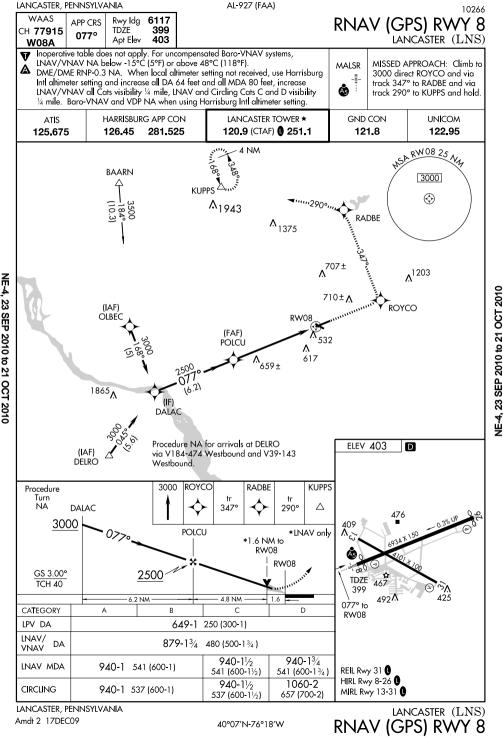
## LAND AND HOLD SHORT OPERATIONS (LAHSO)

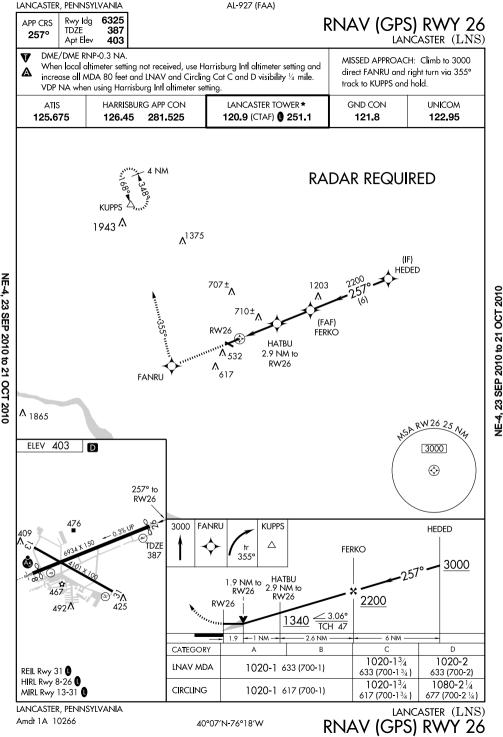
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

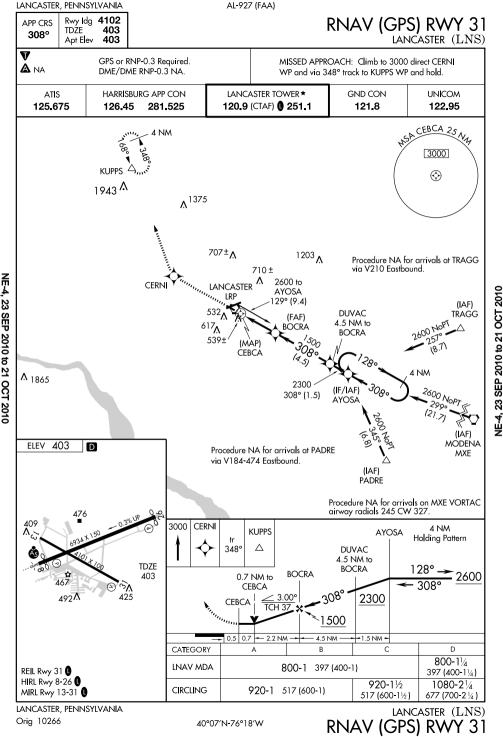
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

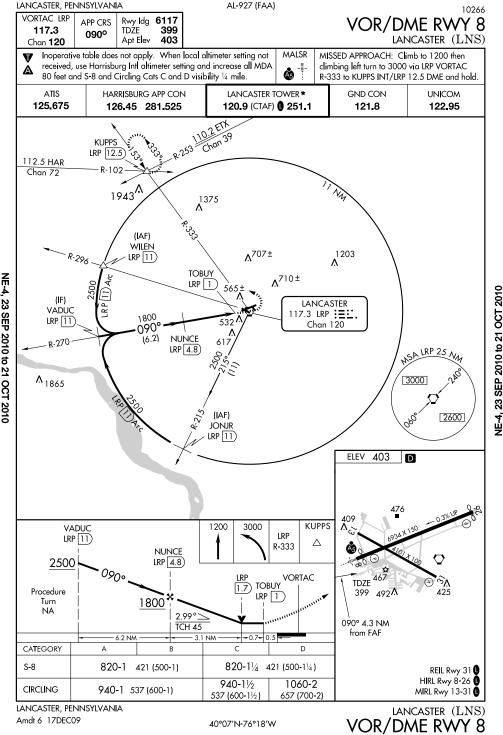
The Aeronautical information Manual Contains Sp	pecific details	on noid-short operations and	u markings.
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA LANCASTER (LNS)	26	13-31	5.190 feet
PHILADELPHIA, PA NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
PHILADELPHIA, PA	33	06-24	3,600 feet
PHILADELPHIA INTL (PHL)	09L 17	17-35 09L-27R	7,350 feet 4,400 feet
PITTSBURGH, PA			,
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA READING RGNL/CARL A. SPAATZ			
FIELD (RDG)	13 18	18-36 13-31	5,200 feet 3,050 feet
WILKES-BARRE/SCRANTON, PA	10	15-51	3,030 1881
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

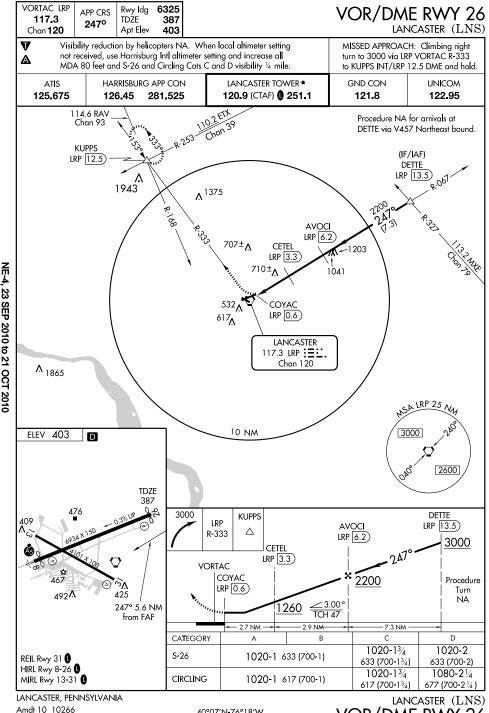
23 SEP 2010 to 21 OCT 2010









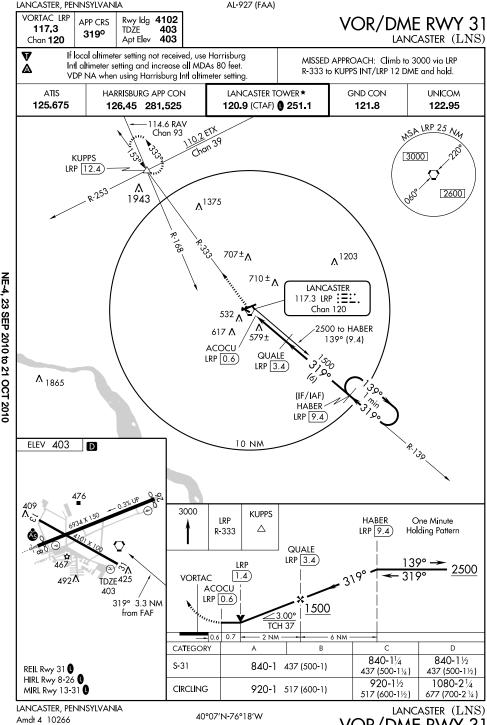


AL-927 (FAA)

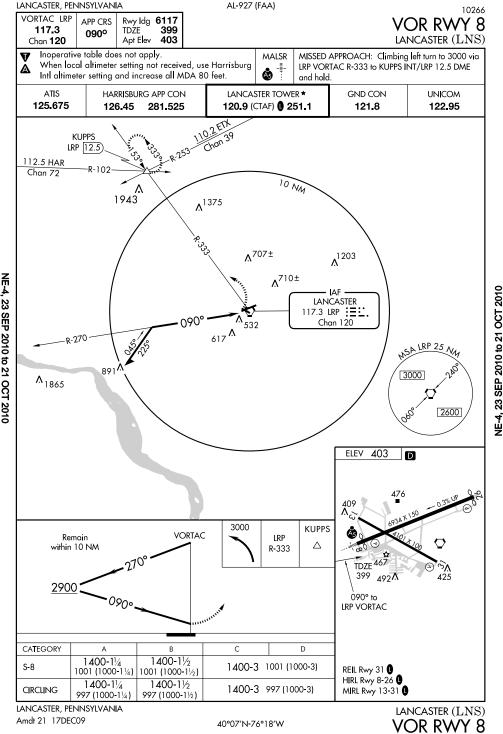
LANCASTER, PENNSYLVANIA

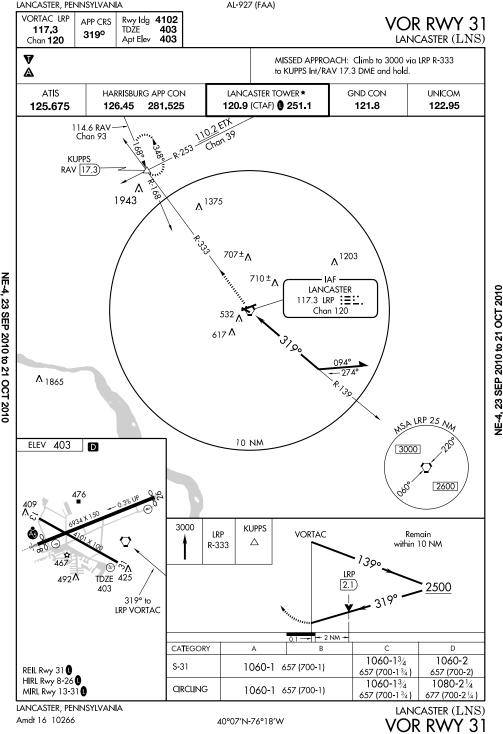
40°07'N-76°18'W

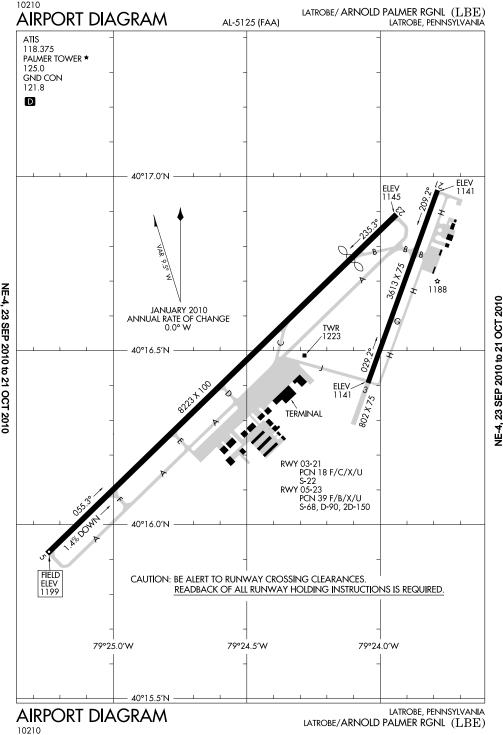
NE-4, 23 SEP 2010 to 21 OCT 2010



NE-4, 23 SEP 2010 to 21 OCT 2010







TORA-8223 TODA-8223 ASDA-8223

BHU N40°22.53′ W79°16.30′

Class IE.

and yellow panels. ACTIVATE rotating bcn and LIRL Rwy 07-25-121.9.

NOTAM FILE IPT

S-5

NOTAM FILE ABE.

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

NDB (LOM) 400 AB 061°6.4 NM to Lehigh Valley Intl.

3 E

(Ø8N) 5 SE UTC-5(-4DT) N40°17.51′ W76°19.73′

(LBE)

## LATROBE

1199 B S4 RWY 05-23: H8223X100 (ASPH-GRVD) S-68, D-90, 2S-114, 2D-150

RWY 05: REIL, PAPI(P4L)—GA 3.0° TCH 34', Trees, 1.4% down.

RWY 23: MALSR. PAPI(P4L)-GA 3.0° TCH 55'. Thid dspicd 850'.

ARNOLD PALMER RGNL

RWY 03-21: H3613X75 (ASPH) S-22 PCN 18 F/C/X/U MIRL

RWY 03: Pole.

RUNWAY DECLARED DISTANCE INFORMATION RWY N3-TORA-3609 TODA-3609 ASDA-3609 RWY 05: TORA-8223 TODA-8223 ASDA-8223

TORA-3609 TODA-3609 ASDA-3609

**GND CON 121.8** 

BENJE NDB (NHW) 382

COMMUNICATIONS: CTAF 122.9

ILS 110.9

KELLER BROTHERS

LAZY B RANCH

COMMUNICATIONS: CTAF 125.0 ATIS 118.375 CLEVELAND CENTER APP/DEP CON 124.4 PALMER TOWER 125.0 (1115-0300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. INDIAN HEAD (L) VORTAC 108.2

(See DOVER)

Rwy 23.

I-LBE

NOTAM FILE IPT RWY 07-25: 2635X120 (TURF) LIRL (NSTD) RWY 07: Thid dspicd 275'. Tree.

N40°35.15′ W75°32.97′

(14N)

RWY 08-26: 2020X100 (TURF)

marked with lime/paint. COMMUNICATIONS: CTAF 122.9

S2 FUEL 100LL

RWY 08: Thid dsplcd 360', Road.

RWY 21: RWY 23:

AIRPORT REMARKS: Attended continuously. Rwy 03-21 CLOSED to air carrier acft. Deer and birds on and invof arpt. Twv J restricted to

acft with a wingspan less than 49'. NSTD Rwy 03 thld bar located on blast pad and not in proper location; blast pad chevrons are

I FRANON

LEEHI

BELTZVILLE

LEHIGHTON

**NEW YORK** 

UTC-5(-4DT) N40°50.66′ W75°38.13′ RWY 26: Fence. AIRPORT REMARKS: Attended irregularly. For svc call 610-377-4887. Ultralights on and invof arpt. Rwy 08-26 not

plowed during winter months. Rwy 08-26 thlds marked with white markers; north side of rwy and dsplcd thlds

07-25 NSTD LIRL; rwy ends identified by 2 strobe lgts and NSTD thld lgt fixtures. Rwy 07-25 outlined with lights

AIRPORT REMARKS: Unattended. ACTIVATE rotating beacon and wind indicator lgt and LIRL Rwy 07-25-121.9. Rwy

**NEW YORK** 

IHD Chan 19 N39°58.45′ W79°21.50′ 359°18.1 NM to fld. 2820/06W.

RWY 25: Thid dsplcd 600'. Tree.

ILS unmonitored when twr clsd.

AIRSPACE: CLASS D svc 1115-0300Z±, other times CLASS G.

WEATHER DATA SOURCES: AWOS-3 118.375 724-537-0671.

open. When twr clsd ACTIVATE HIRL Rwy 05-23, REIL Rwy 05 and MALSR Rwy 23, Twy Igts A, B, C and D-CTAF. Ldg fee.

incomplete. MIRL Rwy 03-21, Twys J, G, H and Twy B west of Rwy 03-21 unavailable when twr clsd. Rwy 23 MALSR OTS when twr

LDA-3609

LDA-8223

LDA-3609

LDA-7373

2 SW UTC-5(-4DT) N40°16.48' W79°24.41'

FUEL 100LL, JET A OX 3 Class I, ARFF Index A.

233° 8.7 NM to fld. NOTAM FILE LBE.

NOTAM FILE LBE

PCN 39 F/B/X/U

DETROIT

IAP, AD

12

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€3

H-10H. 12I. L-29C

HIRL

(HOMEE 2. HOMEE) 10266 LATROBE / ARNOLD PALMER RGNL (LBE) HOMEE TWO DEPARTURE SL-5125 (FAA) LATROBE, PENNSYLVANIA ATIS 118.375 CLEVELAND CENTER 124.4 327.1 PALMER TOWER\* 125.0 (CTAF) GND CON 121.8 **HOMEE** AWOS-3\*118.375 N40°30.61′ W79°24.21′ L-29 5000 \* Aprx dist from T/off area \*(15) R-073 P.300. <sub>R-085</sub> **UBTEJ** N40°23.97′ W79°23.84′ 4000 NE-4, 23 SEP 2010 to 21 OCT 2010 **JOHNSTOWN** ALLEGHENY NE-4, 23 SEP 2010 to 21 OCT 2010 113.0 JST 🛅 110.0 AGC =:-: Chan 77 Chan 37 INDIAN HEAD 108.2 IHD :::: Chan 19 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Maintain runway heading to intercept IHD R-002. Thence . . . .

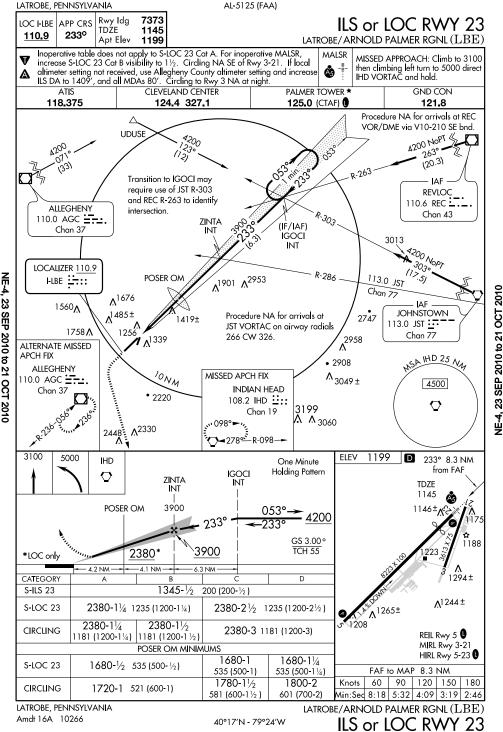
TAKE-OFF RUNWAY 21 and 23: Turn right heading 020° to intercept IHD R-002.

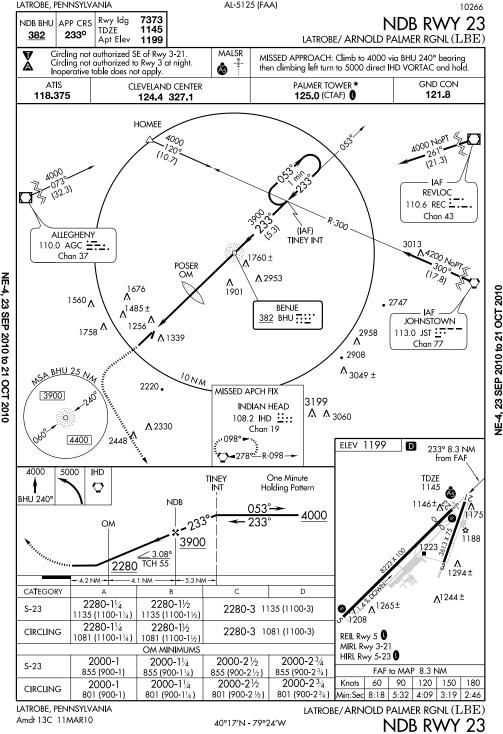
Thence . . . . . . . . Via V119 to HOMEE INT. Cross AGC R-085 at or below 4000'. Cross

HOMEE INT at or above 5000'. Thence via (assigned route).

HOMEE TWO DEPARTURE

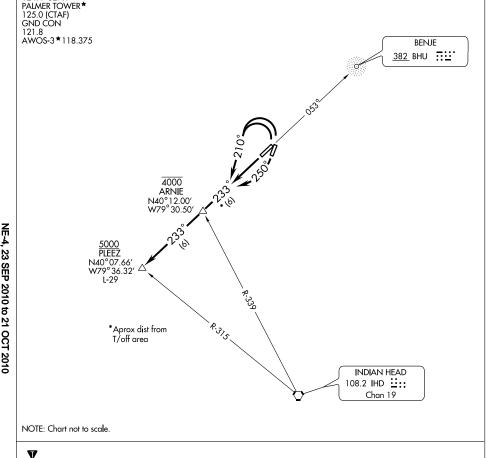
LATROBE, PENNSYLVANIA





(PLEEZ 2. PLEEZ) 07298 LATROBE / ARNOLD PALMER RGNL (LBE) PLEEZ TWO DEPARTURE SL-5125 (FAA) LATROBE, PENNSYLVANIA

ATIS 118.375 CLEVELAND CENTER 124.4 327.1



### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Turn left heading 210° to intercept BHU 233° bearing. Thence . . . .

TAKE-ÖFF RUNWAY 21: Turn right heading 250° to intercept BHU 233° bearing. Thence . . . .

TAKE-OFF RUNWAY 23: Maintain runway heading to intercept BHU 233° bearing. Thence . . . .

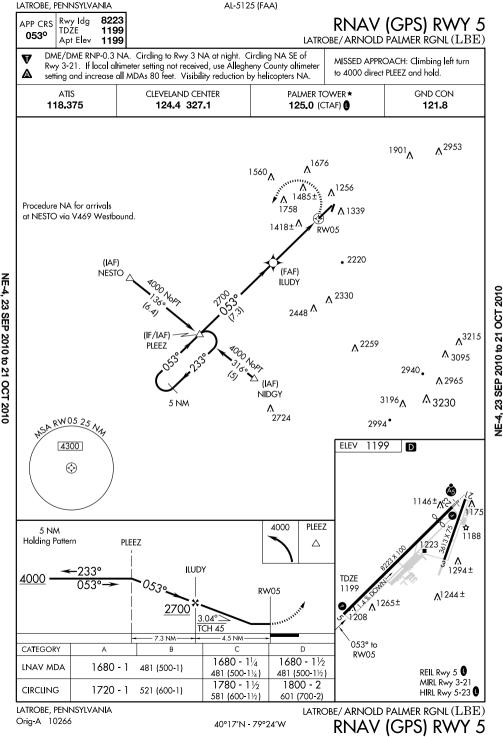
. . . . Via BHU 233° bearing to PLEEZ INT.

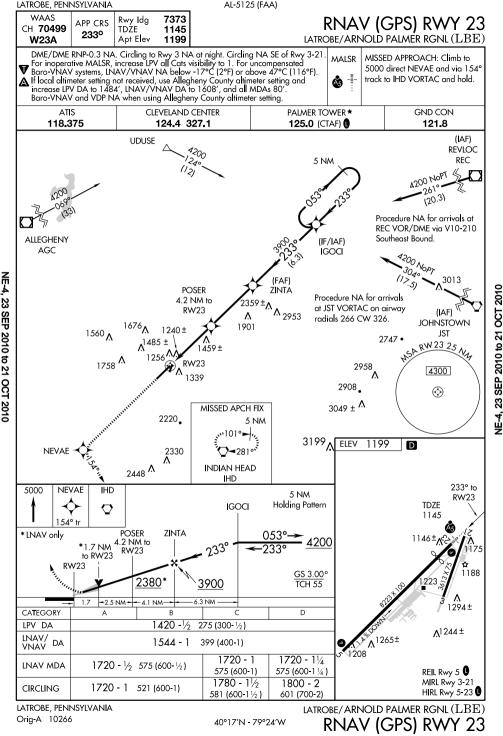
Cross ARNIE INT at or below 4000'. Cross PLEEZ INT at or above 5000'. Thence via (assigned route).

PLEEZ TWO DEPARTURE

LATROBE, PENNSYLVANIA

NE-4, 23 SEP 2010 to 21 OCT 2010





NFW YORK

L-30K, 34G

DETROIT

L-30J

IAP

### PENNSYLVANIA

JAKE ARNER MEML (22N) 3 SW

RWY 08-26: H3000X60 (ASPH) S-12.5 MIRL 0.8% up E RWY 08: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tree.

RWY 26: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees. AIRPORT REMARKS: Attended 1300Z‡-dusk, 24 hr self-serve 100LL and JET A. ACTIVATE MIRL Rwy 08-26, REILS and PAPI Rwy 08

FUEL 100LL, JET A NOTAM FILE IPT

and Rwy 26 -CTAF. WEATHER DATA SOURCES: ASOS 119.350 (570) 386-3423.

COMMUNICATIONS: CTAF/UNICOM 123.05 (R) ALLENTOWN APP/DEP CON 119.65 (Above 3000) 118.2 (3000 and blo) RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86" W75°41.04' 355° 14.1 NM to fld. 742/09W. CARBON NDB (MHW) 339 LQX N40°48.72′ W75°45.55′ Unusable byd 12 NM.

€3 43

#### LEHIGH VALLEY INTL (See ALLENTOWN)

B S4

#### LOCK HAVEN WILLIAM T. PIPER MEMORIAL (LHV) 2 E UTC-5(-4DT) N41°08.14' W77°25.34'

Tree. Rgt tfc.

S4 FUEL 100LL, JET A NOTAM FILE IPT RWY 09L-27R: H3806X100 (ASPH) S-30 MIRL

RWY 09L: REIL. PAPI(P2L)-GA 3.0° TCH 50'. Tree. RWY 27R: REIL. PAPI(P2L)-GA 3.0° TCH 50'. Thid dspicd 465'.

RWY 09R-27L: 2200X100 (TURF) RWY 27L: Trees. Rgt tfc. AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z±, Sat-Sun

> MIRL Rwy 09-27 and PAPI Rwy 09 and Rwy 27-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

1500-2300Z‡. Fuel avbl after hrs by prior req; call

(R) NEW YORK CENTER APP/DEP CON 134.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

W77°59.56' 073° 29.1 NM to fld. 2440/10W.

570-748-9267 or 570-295-7952 or 800-224-7511. ACTIVATE

COMM/NAV/WEATHER REMARKS: Local wx on CTAF (3 clicks).



## MARS

McGINNESS

McVILLE

McKEESPORT

NDB (HW) 287

LAKEHILL (PØ9) 1 NW UTC-5(-4DT) N40°42.42′ W80°01.82′

1030 NOTAM FILE AOO

RWY 05-23: 2850X75 (TURF) RWY 05: Thid dsplcd 366'. Trees.

> 05-23 marked with orange cones. COMMUNICATIONS: CTAF 122.9

RWY 23: Trees.

AIRPORT REMARKS: Unattended. CLOSED when snow on rwy. Rwy 05 has trees in approach surface. Rwy 23 has trees

in approach surface. Rwy 05-23 width varies from 75' to 100'. Rwy soft during wet and thawing periods. Rwy

(See COLUMBIA)

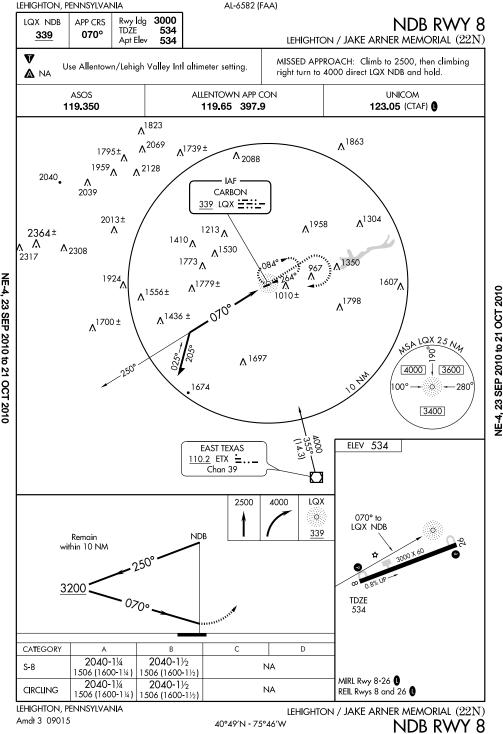
N40°21.31′ W79°46.86′ NOTAM FILE AGC. DETROIT

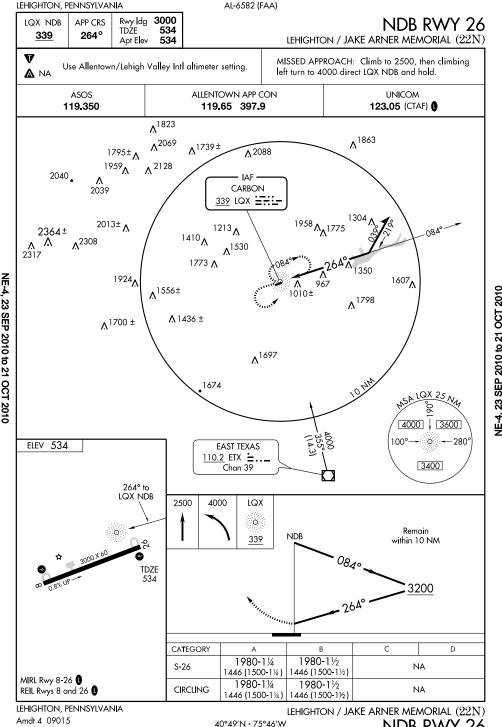
DETROIT

MKP

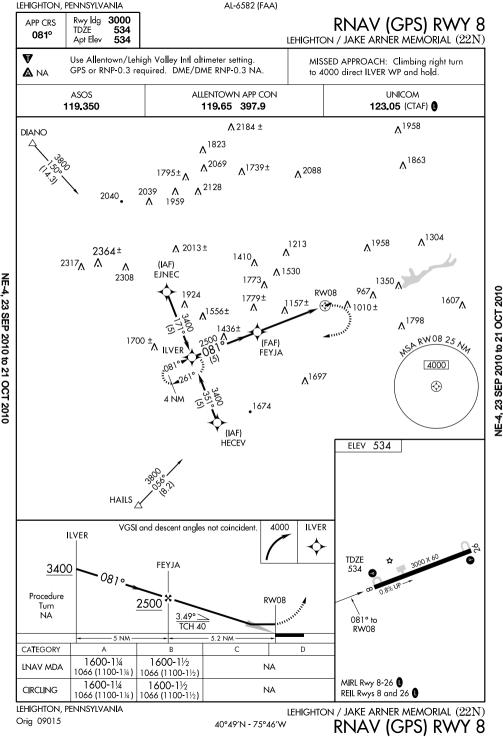
277° 6.8 NM to Allegheny Co. (See FREEPORT)

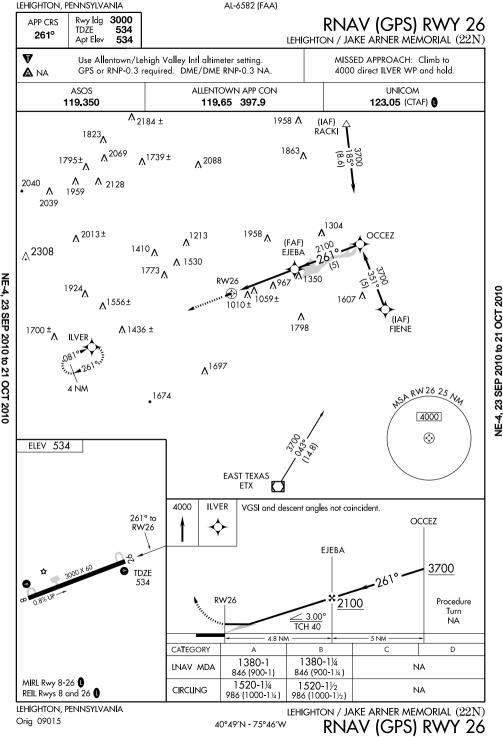
L-29C





NDB RWY 26





NFW YORK

L-30K, 34G

DETROIT

L-30J

IAP

### PENNSYLVANIA

JAKE ARNER MEML (22N) 3 SW

RWY 08-26: H3000X60 (ASPH) S-12.5 MIRL 0.8% up E RWY 08: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tree.

RWY 26: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees. AIRPORT REMARKS: Attended 1300Z‡-dusk, 24 hr self-serve 100LL and JET A. ACTIVATE MIRL Rwy 08-26, REILS and PAPI Rwy 08

FUEL 100LL, JET A NOTAM FILE IPT

and Rwy 26 -CTAF. WEATHER DATA SOURCES: ASOS 119.350 (570) 386-3423.

COMMUNICATIONS: CTAF/UNICOM 123.05 (R) ALLENTOWN APP/DEP CON 119.65 (Above 3000) 118.2 (3000 and blo) RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86" W75°41.04' 355° 14.1 NM to fld. 742/09W. CARBON NDB (MHW) 339 LQX N40°48.72′ W75°45.55′ Unusable byd 12 NM.

€3 43

#### LEHIGH VALLEY INTL (See ALLENTOWN)

B S4

#### LOCK HAVEN WILLIAM T. PIPER MEMORIAL (LHV) 2 E UTC-5(-4DT) N41°08.14' W77°25.34'

Tree. Rgt tfc.

S4 FUEL 100LL, JET A NOTAM FILE IPT RWY 09L-27R: H3806X100 (ASPH) S-30 MIRL

RWY 09L: REIL. PAPI(P2L)-GA 3.0° TCH 50'. Tree. RWY 27R: REIL. PAPI(P2L)-GA 3.0° TCH 50'. Thid dspicd 465'.

RWY 09R-27L: 2200X100 (TURF) RWY 27L: Trees. Rgt tfc. AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z±, Sat-Sun

> MIRL Rwy 09-27 and PAPI Rwy 09 and Rwy 27-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

1500-2300Z‡. Fuel avbl after hrs by prior req; call

(R) NEW YORK CENTER APP/DEP CON 134.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

W77°59.56' 073° 29.1 NM to fld. 2440/10W.

570-748-9267 or 570-295-7952 or 800-224-7511. ACTIVATE

COMM/NAV/WEATHER REMARKS: Local wx on CTAF (3 clicks).



## MARS

McGINNESS

McVILLE

McKEESPORT

NDB (HW) 287

LAKEHILL (PØ9) 1 NW UTC-5(-4DT) N40°42.42′ W80°01.82′

1030 NOTAM FILE AOO

RWY 05-23: 2850X75 (TURF) RWY 05: Thid dsplcd 366'. Trees.

> 05-23 marked with orange cones. COMMUNICATIONS: CTAF 122.9

RWY 23: Trees.

AIRPORT REMARKS: Unattended. CLOSED when snow on rwy. Rwy 05 has trees in approach surface. Rwy 23 has trees

in approach surface. Rwy 05-23 width varies from 75' to 100'. Rwy soft during wet and thawing periods. Rwy

(See COLUMBIA)

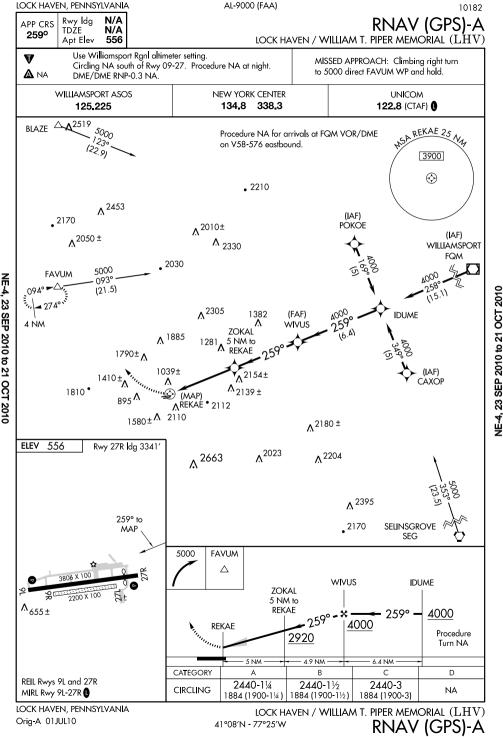
N40°21.31′ W79°46.86′ NOTAM FILE AGC. DETROIT

DETROIT

MKP

277° 6.8 NM to Allegheny Co. (See FREEPORT)

L-29C



B S4 FUEL 100LL JET A NOTAM FILE GKJ

W80°40.48' 054° 27.3 NM to fld. 1140/05W. HIWAS.

Rwv 25.

### **MEADVILLE** PORT MEADVILLE (GKJ)

RWY 07-25: H5001X75 (ASPH) S-12 D-60 MIRI RWY 07: VASI(V4L)-GA 3.0°TCH 60'. Trees.

IIS 108 5

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

I-GK I

RWY 25: MALS, PAPI(P4L)-GA 3.0° TCH 41', Trees.

AIRPORT REMARKS: Attended 1300-2200Z±, Parachute Jumping, Birds. deer and ground hogs on and invof arpt. Terminal building clsd

major holidays. Hrs 0800-1200 LOCAL on warm wx holidays

(Memorial Day, 4th of July, Labor Day), ACTIVATE MIRL Rwy 07-25, VASI Rwy 07; PAPI Rwy 25 and MALS Rwy 25-CTAF, Ldg

Loc only.

(See FAIRFIELD)

RWY 26: Tree.

fees vary, call arpt at 814-333-2677 for fee amounts. WEATHER DATA SOURCES: ASOS 121,425 (814) 337-2590.

R YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z±) CLNC DEL

3 W UTC-5(-4DT) N41°37.59′ W80°12.88′

(R) CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z‡)

YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86'

G . ■

G G G

DETROIT

IAP

H-10H, L-30H

MID-STATE (See PHILIPSBURG) MIFFLIN CO (See REEDSVILLE)

MID ATLANTIC SOARING CENTER

MIFFLINTOWN (P34)

2 N UTC-5(-4DT) N40°35.94′ W77°24.34′ 545 B

FUEL 100LL, MOGAS NOTAM FILE IPT RWY 08-26: H2627X50 (ASPH) LIRL RWY 08: Thid dspled 232'.

AIRPORT REMARKS: Attended irregularly. ACTIVATE rotating beacon, LIRL Rwy 08-26 and wind indicator lgts—CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 (R) NEW YORK CENTER APP/DEP CON 134.8. RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.

SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45' W76°53.04' 252° 26.4 NM to fld. 620/08W. HIWAS.

MILTUN N41°01.40′ W76°39.92′ (I) VORTACW 109 2 Chan 29 MIP

RCO 122 1R 113 2T (WILLIAMSPORT RADIO)

MODENA N39°55.08′ W75°40.25′ NOTAM FILE IPT. (L) VORTAC 113.2 MXE Chan 79

NOTAM FILE IPT. 107° 11.3 NM to Bloomsburg Muni, 1000/09W

230° 7.0 NM to New Garden. 474/09W.

NEW YORK H-10H, L-30J WASHINGTON

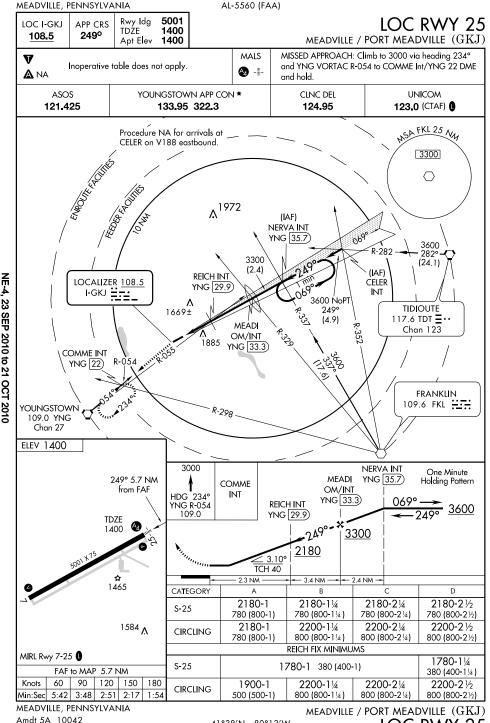
DETROIT

L-30J

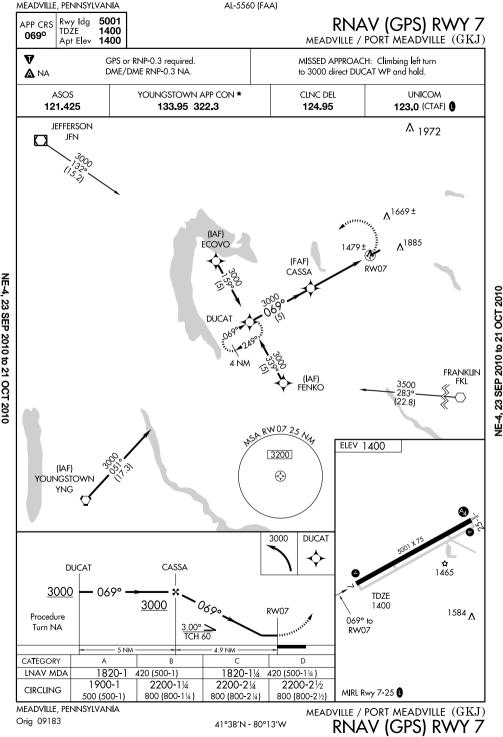
IAP

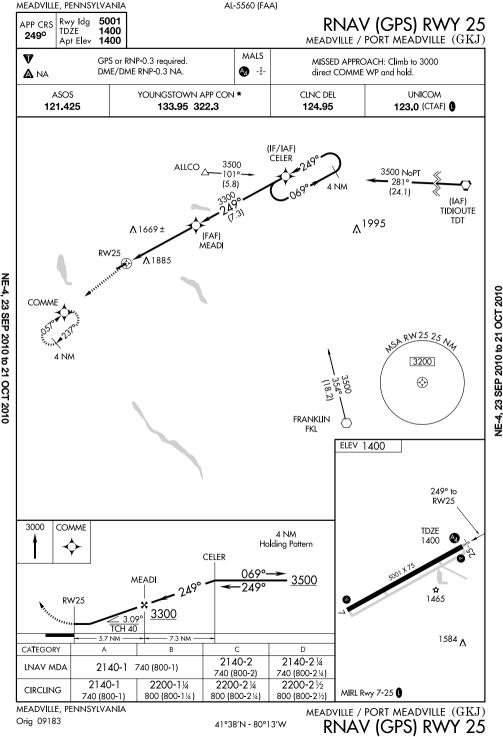
H-10I, 12I, L-34G, A

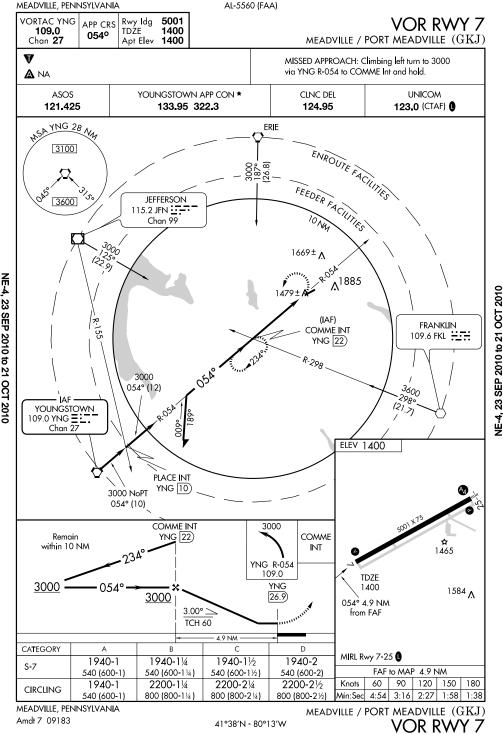
VOR portion unusable: 060°-085° 268°-278° byd 28 NM 170-248° bvd 8 NM blo 6000' 278°-290° blo 10.000′ 170°-248° byd 27 NM blo 7500′ 290°-326° 170°-248° bvd 30 NM blo 9500'



VE-4, 23 SEP 2010 to 21 OCT 2010







B S4 FUEL 100LL JET A NOTAM FILE GKJ

**MEADVILLE** PORT MEADVILLE (GKJ)

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

I-GK I

RWY 07-25: H5001X75 (ASPH) S-12 D-60 MIRI RWY 07: VASI(V4L)-GA 3.0°TCH 60'. Trees. RWY 25: MALS, PAPI(P4L)-GA 3.0° TCH 41', Trees.

WEATHER DATA SOURCES: ASOS 121,425 (814) 337-2590.

(R) CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z‡)

Rwv 25.

R YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z±)

AIRPORT REMARKS: Attended 1300-2200Z±, Parachute Jumping, Birds.

3 W UTC-5(-4DT) N41°37.59′ W80°12.88′

deer and ground hogs on and invof arpt. Terminal building clsd major holidays. Hrs 0800-1200 LOCAL on warm wx holidays

(Memorial Day, 4th of July, Labor Day), ACTIVATE MIRL Rwy 07-25, VASI Rwy 07; PAPI Rwy 25 and MALS Rwy 25-CTAF, Ldg fees vary, call arpt at 814-333-2677 for fee amounts.

CLNC DEL

268°-278° byd 28 NM

278°-290° blo 10.000′

290°-326°

G G G

DETROIT

IAP

H-10H, L-30H

MID-STATE (See PHILIPSBURG) MIFFLIN CO (See REEDSVILLE)

IIS 108 5

545 B

MILTUN

MIFFLINTOWN (P34)

RWY 08: Thid dspled 232'.

HIWAS.

(I) VORTACW 109 2

(L) VORTAC 113.2 MXE

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) NEW YORK CENTER APP/DEP CON 134.8. RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.

N41°01.40′ W76°39.92′

MODENA N39°55.08′ W75°40.25′

VOR portion unusable: 060°-085°

MIP

170-248° bvd 8 NM blo 6000'

170°-248° byd 27 NM blo 7500′

170°-248° bvd 30 NM blo 9500' RCO 122 1R 113 2T (WILLIAMSPORT RADIO)

RWY 08-26: H2627X50 (ASPH) LIRL

MID ATLANTIC SOARING CENTER

Chan 29

Chan 79

2 N UTC-5(-4DT) N40°35.94′ W77°24.34′

FUEL 100LL, MOGAS NOTAM FILE IPT

RWY 26: Tree.

NOTAM FILE IPT.

NOTAM FILE IPT.

Loc only.

(See FAIRFIELD)

YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86' W80°40.48' 054° 27.3 NM to fld. 1140/05W. HIWAS.

107° 11.3 NM to Bloomsburg Muni, 1000/09W

230° 7.0 NM to New Garden. 474/09W.

G . ■

DETROIT L-30J

IAP AIRPORT REMARKS: Attended irregularly. ACTIVATE rotating beacon, LIRL Rwy 08-26 and wind indicator lgts—CTAF.

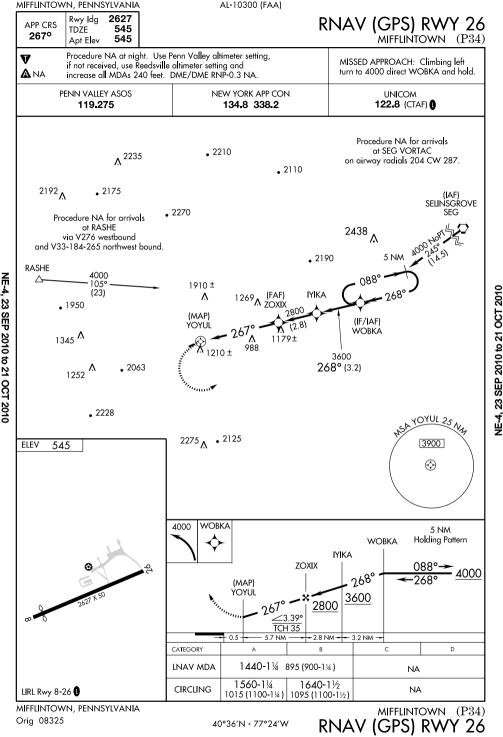
SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45' W76°53.04' 252° 26.4 NM to fld. 620/08W.

NEW YORK

H-10H, L-30J

WASHINGTON

H-10I, 12I, L-34G, A



(WOBKA1.WOBKA) 07074 MIFFLINTOWN (P34) WOBKA ONE DEPARTURE (RNAV) SL-10300 (FAA) MIFFLINTOWN, PENNSYLVANIA PENN VALLEY ASOS 119.275 UNICOM 122.8 (CTAF) wobka - 077°-NE-4, 23 SEP 2010 to 21 OCT 2010 1060 NE-4, 23 SEP 2010 to 21 OCT 2010 NOTE: 1. GPS Required. RNAV 1. **TAKE-OFF OBSTACLES** Rwy 8: Terrain 1333' from DER, 699' left of centerline, 619' MSL. Trees 6019' from DER, 356' left of centerline, up to 100' AGL/ 739' MSL. Trees 1.2 NM from DER, 2350' right of centerline, up to 100' AGL/759' MSL. TAKE-OFF MINIMUMS: Rwy 26: NA - Obstacles. Rwy 8: STANDARD with minimum climb of 265 feet per NM to 1200'. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 8: Climb heading 077° to 1060 feet, then climbing right turn direct WOBKA. Maintain 4000 feet or ATC assigned altitude. WOBKA ONE DEPARTURE (RNAV) MIFFLINTOWN, PENNSYLVANIA MIFFLINTOWN (P34) (WOBKA1.WOBKA) 07074

#### WEATHER DATA SOURCES: AWOS-3 118.475 (724) 379-5815. COMMUNICATIONS: CTAF/UNICOM 122.8 (R) PITTSBURGH APP/DEP CON 119.35 RADIO AIDS TO NAVIGATION: NOTAM FILE AGC. ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16 72' W80°02.45' 122° 10.5 NM to fld. 1290/09W. HIWAS. €3 MONROFVILLE PITTSBURGH-MONROEVILLE (4GØ) 1 N UTC-5(-4DT) N40°27.14' W79°46.49' DETROIT S2 TPA-1987(800) NOTAM FILE AOO

# RWY 05-23: H2280X28 (ASPH) RWY 05: Trees. RWY 23: Rgt tfc.

AIRPORT REMARKS: Attended irregularly. Deer on and invof arpt. Rwy 05-23 extensive cracks and uneven patches. COMMUNICATIONS: CTAF 122.9

MONTOUR N40°29.29′ W80°11.63′ NOTAM FILE PIT. DETROIT

UTC-5(-4DT) N41°47.34' W75°53.40'

1 E UTC-5(-4DT) N40°09.42' W75°52.23'

plowed during winter months. Rwy 10-28 marked with tires painted yellow.

AIRPORT REMARKS: Unattended. For evening ops call 516-790-9183. Ultralights on and invof arpt. Rwy 10-28 not

AIRPORT REMARKS: Attended irregularly, Glider activity on arpt, ACTIVATE LIRL Rwy 10-28 and windsock lgts—CTAF. Rwy 10-28 marked with yellow tires and Igts. Dsplcd thld Rwy 10 marked by Igt fixtures with yellow collars; 3

284° 1.8 NM to Pittsburgh Intl. 1200/08W.

245

1-29C

**NEW YORK** 

NEW YORK

MONTROSE

1670

MORGANTOWN

each side COMMUNICATIONS: CTAF 122 9

HUSKY HAVEN (P32)

(L) VORTAC 112.0 MMJ Chan 57

NOTAM FILE IPT RWY 10-28: 1900X100 (TURF)

(003)

COMMUNICATIONS: CTAF 122.9

FUEL 100LL

RWY 10-28: 2500X100 (TURF) RWY 10: Thid dspicd 435'. Road.

VOR portion unusable 277°-010°. DME unusable 272°-277°. RCO 122.1R 112.0T (ALTOONA RADIO)

3 S

NOTAM FILE IPT

(NESTO.NESTO2) 02164 **NESTO TWO ARRIVAL** PITTSBURGH, PENNSYLVANIA ST-570 (FAA)

### ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence.... ....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after

**NESTO INT.** ....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct

AGC airport. EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct

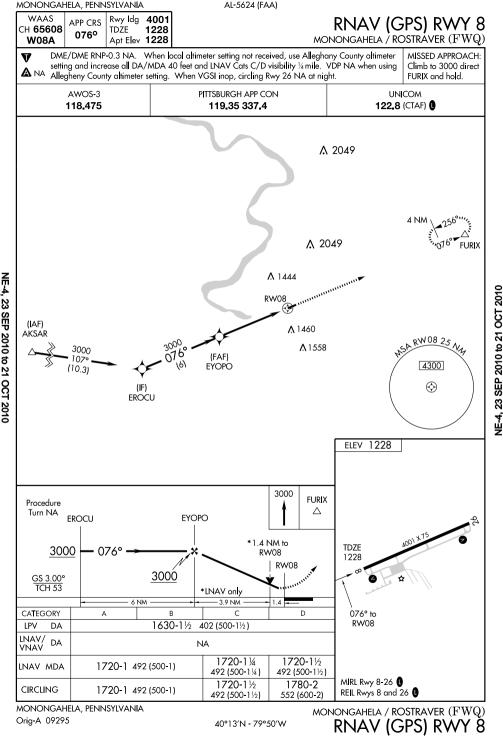
AGC airport. ....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

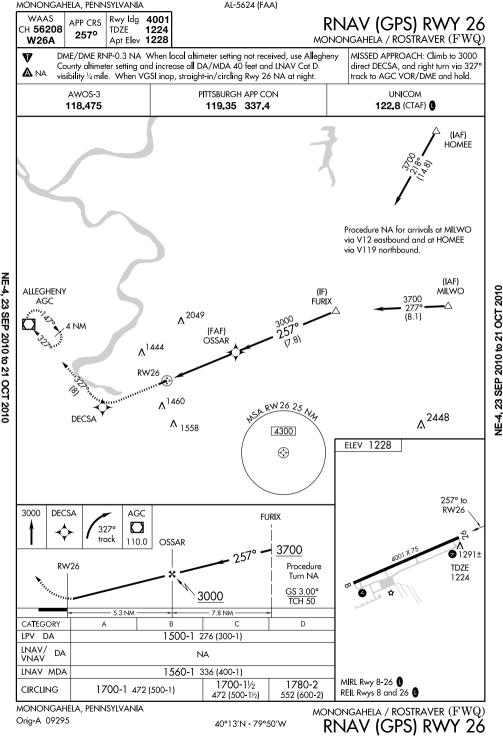
...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

**NESTO TWO ARRIVAL** (NESTO.NESTO2) 02164

NE-4, 23 SEP 2010 to 21 OCT 2010

NE-4, 23 SEP 2010 to 21 OCT 2010





# AIRPORT REMARKS: Attended Mon-Fri 1300Z‡-dusk, Sat 1400-1900Z‡.

S4

RWY 10-28: H3250X50 (ASPH)

RWY 10: Thid dspicd 390'. Tree.

MOUNT JOY/MARIETTA DONEGAL SPRINGS AIRPARK

458 R

Parachute Jumping. Rwy 10 dsplcd thld bar 300' from rwy end. dsplcd thid lgts 390' from rwy end. ACTIVATE MIRL Rwy 10-28

(N71)

S-12.5

3 SW

OX 2. 3 TPA-1258(800)

RWY 28: Trees.

MIRI

UTC-5(-4DT)

and rotating bon between 0500Z±-SR-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 8 (R) HARRISBURG APP/DEP CON 126.45 CLNC DEL 127.05

FUEL 100LL

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS. LANCASTER (L) VORTAC 117.3 LRP Chan 120 N40°07.20' W76°17.48' 272° 13.1 NM to fld. 399/09W.

3250 X 50 Parachute ß Jump Area

NEW YORK

DETROIT

IAP

L-29E, 34G, A

N40°05 53' W76°34 46'

NOTAM FILE IPT

# MOUNT PLEASANT

#### RWY 06-24: 2188X161 (TURF) RWY 06: Thid dspled 254'. Trees.

1160

RWY 14-32: 1600X220 (TURF)

NOTAM FILE AGO

RWY 14: Road. RWY 32: Trees. AIRPORT REMARKS: Unattended. Extensive helicopter activity at adjacent heliport. Ultralight activity on and invof arpt.

MOUNT PLEASANT/SCOTTDALE

(P45) 3 S

Ultralight acft use 500 ft AGL rgt tfc pattern for all rwys. Rwys unusable during spring thaw and wet periods. Rwy

AER 06 has 7% gradient. **COMMUNICATIONS: CTAF 122.9** 

W.P.H.S. HELIPORT (P99) 1090 S4 FUEL JET A NOTAM FILE AOO

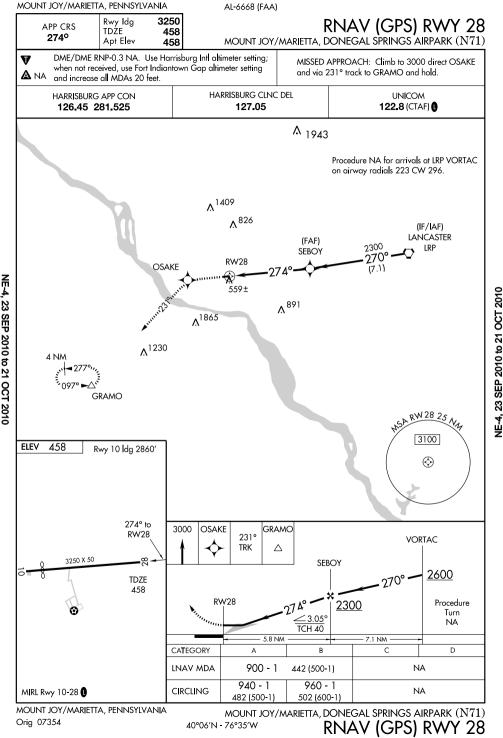
UTC-5(-4DT) N40°06.50' W79°32.49'

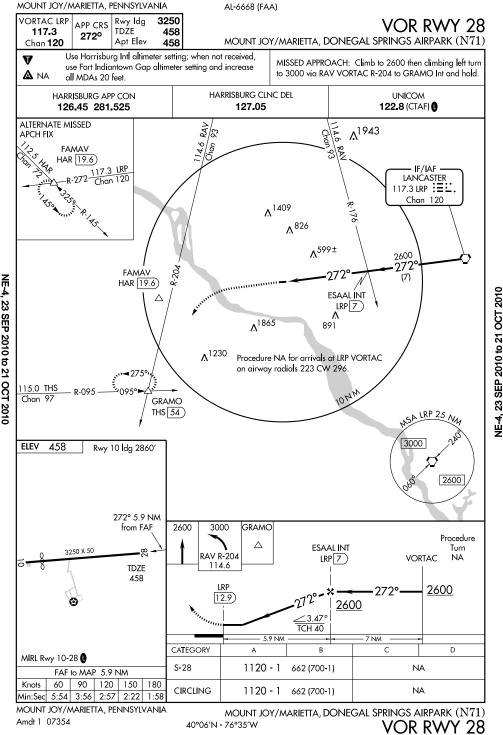
14 road crosses centerline 128' northwest, angling to the left side of thld. Rwy 14-32 marked with NSTD yellow boundary markers-barrels. Rwy 06-24 marked with nstd vellow boundary markers-barrels. Rwy 06 dsplcd thid marked with contrasting red boundary markers, Rwy 32 Boundary markers are rusting. Rwy 06-24 first 375 ft

3 S UTC-5(-4DT) N40°06.51' W79°32.89' DETROIT HELIPORT REMARKS: Attended Mon-Fri 1300-2200Z±, Helipad H1 CONC touchdown pad 42 ft by 42 ft; remainder of ldg area is asph. Fixed wing tfc adjacent at Mount Pleasant-Scottdale arpt. Helipad HI ingress 320°-050°,

HELIPAD H1: H74X74 (CONC-ASPH) egress 140°-230°.

COMMUNICATIONS: CTAF 122 9





1.0% up NE

N41°08.25' W75°22.73'

**63** 

NEW YORK

NEW YORK

DIAP

L-30J. 34G. A

IAP

L-30K. 33A. 34H

#### 1915 B S4 FUEL 100LL, JET A NOTAM FILE MPO RWY 05-23: H4000X100 (ASPH) S-30, D-45, 2D-70 MIRL RWY 05: REIL, PAPI(P2L), Trees.

RWY 23: REIL, PAPI(P2L), Road. RWY 13-31: H3947X60 (ASPH) S-10

POCONO MOUNTAINS MUNI

RWY 13: REIL. Tree.

MOUNT POCONO

service 100LL avbl. Birds and deer on and invof arpt. REIL Rwv 05 OTS indef, REIL Rwv 23 OTS indef, ACTIVATE MIRL Rwvs 05-23 and Rwv 13-31 and PAPI Rwvs 05 and 23:REIL Rwv 05, 23 and

13-CTAF. WEATHER DATA SOURCES: ASOS 120.275 (570) 839-1584. COMMUNICATIONS: CTAF 122.7 UNICOM 122.7 (1300Z‡-dusk)

(MPO)

AIRPORT REMARKS: Attended Nov-Apr 1200-2300Z±. May-Oct

2 NW UTC-5(-4DT)

RWY 31: Thid dspicd 180'. Trees.

(R) WILKES-BARRE APP/DEP CON 126.3 CLNC DEL 125.3 RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.

WILKES-BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37' W75°41.37′ 130° 16.2 NM to fld. 2120/10W.

MUIR AAF (FORT INDIANTOWN GAP)

N40°26 11' W76°34 12'

RELIGRAVE NOR (MHW) B71 328

1200-0000Z±. For svc after hours call 570-877-3701, 24 hr self æ *(*3 0 43 €3

#### 488 B TPA-See Remarks NOTAM FILE IPT Not insp. RWY 07-25: H3967X100 (ASPH) PCN 24 F/B/W/T MIRL 1.0% up E

parking through ARNG OPS C717-861-8963, DSN 491-8963.

UTC-5(-4DT)

RWY 07: Thid dspicd 400'. RWY 25: PAPI(P4L)—GA 3.0° TCH 50', Thid dspicd 100'. MILITARY SERVICE: LGT ACTIVATE PAPI Rwy 25—CTAF. FUEL J8. PPR, 24 hr weekdays, 48 hr weekends, for fuel and

(MUI)(KMUI)

ARNG

MILITARY REMARKS: Opr Jun-Aug Mon-Fri 1200-0500Z±, Sep-May Mon-Fri 1300-0500Z±, Open additional hrs for scheduled training. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR 24 hr, call during normal duty hr. PPR all transient aircraft. Ctc OPS DSN 491-8963. C717-861-8963. CAUTION Rwy has gradual 30' rise from AER 07

6 N

to a point 2800' up rwy, rwy ends not mutually visible. Lgtd water twr 0.7 NM west and 0.5 NM south of airfield. IFC PAT TPA-fixed-wing, multi-engine 2000(1512), single-engine 1500(1012), rotary wing 1200(712). MISC Limited parking. Weather 1200-0300Z<sup>±</sup> excluding weekend and holidays, other times ctc 15 OWS. Scott

AFB, DSN 576-9755; 2 hr lead time required.

WEATHER DATA SOURCES: ASOS 124.175 (717) 861-6493. DSN 491-6493. COMMUNICATIONS: CTAF 126 2 (R) HARRISBURG APP/DEP CON 118.25 269.45

TOWER 126.2 241.0 (Mon-Fri 1200-0400Z‡, except holidays, check NOTAM daily) GND CON 121 625 265 6 ARNG OPS 49 95 FLIGHT FOLLOWING 40 9

AIRSPACE: CLASS D svc Mon-Fri 1200-0400Z‡, except holidays, check NOTAM daily, other time CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. N40°26 16' W76°33 18' at fld

MOUNT POCONO, PENNSYLVANIA AL-5153 (FAA) WAAS 4000 RNAV (GPS) RWY 5 APP CRS Rwy Ida CH 50311 TDŹE 1906 050° MOUNT POCONO/POCONO MOUNTAINS MUNI (MPO) Apt Elev 1915 W05A Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-MISSED APPROACH: VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME Climb to 4000 direct V RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, ZEGAS and left turn use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. via 292° track to LVZ Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cat C VORTAC and hold ¼ mile, Cat D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. ASOS WILKES-BARRE APP CON CLNC DEL UNICOM 120,275 126.3 256.7 125.3 122.7 (CTAF) 0 MISSED APCH FIX Λ **ZEGAS** 2551 WILKES-BARRE LVZ 2206± YONUP (FAF) 2.1 NM to RW05 WOSI CARW 05 25 N (IAF) ŴНІТ 4000 (IF) Procedure NA for arrivals  $\Diamond$ WIBUM at BEERS via V149-408 Southbound and V232 Southeast Bound. **ELEV** 1915 (IAF) BEERS 4000 ZEGAS LVZ Procedure WIBUM Turn NA 292 TRK 4000 \*LNAV only WOSIT 05<sub>0</sub>0 YONUP GS 3.00° TCH 60 2.1 NM to RW05 **RW05** VGSI and RNAV 3400 glidepath not coincident. \*2600 2.4 NM 2.1 NM 6 NM CATEGORY Α В D **TDZE** 050° to 1906 LPV DA 2160-1 254 (300-1) RW05 LNAV/ DA 2252-11/4 346 (400-11/4) VNAV LNAV MDA 2320-1 414 (500-1) 2320-11/4 414 (500-11/4) REIL Rwys 5, 13, and 23 1 2480-1 2500-1 2500-11/2 2540-2 CIRCLING MIRL Rwys 5-23 and 13-31 565 (600-1) 585 (600-1) 585 (600-11/2) 625 (700-2) MOUNT POCONO, PENNSYLVANIA MOUNT POCONO/POCONO MOUNTAINS MUNI (MPO)

Orig 09071

NE-4, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 5

23 SEP 2010 to 21 OCT 2010

Apt Elev

WAAS

CH **48911** 

W13A

NE-4, 23 SEP 2010 to 21 OCT 2010

AL-5153 (FAA)

RNAV (GPS) RWY 13 MOUNT POCONO/POCONO MOUNTAINS MUNI (MPO)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C

MISSED APPROACH Climb to 4200 direct YUKPU and via 218° track to ZERBO and via 289° track to WHITT and hold

VE-4, 23 SEP 2010 to 21 OCT 2010

and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. ASOS WILKES-BARRE APP CON CLNC DEL UNICOM 120,275 126.3 256.7 125.3 122.7 (CTAF) 0 Procedure NA for arrivals at LVZ VORTAC on (IAF) WILKÈS-BARRE airway radials 094 CW 172. LVZ 2551 ۸<sup>2279</sup> DÈGDE <sup>2200</sup>^ Λ<sup>2206 ±</sup> 2021± **CUTKO** PRW13 25 Ny 4000 (IAF)  $\Diamond$ WHIT ZERBO ELEV 1915 YUKPU ZERBO WHITT Procedure 4200 289° **DEGDE** 218° Turn NA Δ TRK TRK 128° to **RW13** 4200 CUTKO TDZE 1280 1885 **RW13** 3400 GS 3.00° TCH 40 6.1 NM 4.6 NM С D CATEGORY Α LPV 2278-11/2 393 (400-11/2) DA LNAV/ DA 2315-11/2 430 (400-11/2) VNAV 2400-13/4 2400-11/2 LNAV MDA 2400-1 515 (500-1) 515 (500-11/2) 515 (500-13/4)

MOUNT POCONO, PENNSYLVANIA Amdt 1 09071

CIRCLING

2480-1

565 (600-1)

2500-1

585 (600-1)

MOUNT POCONO/POCONO MOUNTAINS MUNI (MPO)

41°08'N - 75°23'W

2540-2

625 (700-2)

2500-11/2

585 (600-11/2)

RNAV (GPS) RW

REIL Rwys 5, 13, and 23 1

MIRL Rwys 5-23 and 13-31

MIRL Rwys 5-23 and 13-31 MOUNT POCONO, PENNSYLVANIA Orig 09071

CIRCLING

565 (600-1)

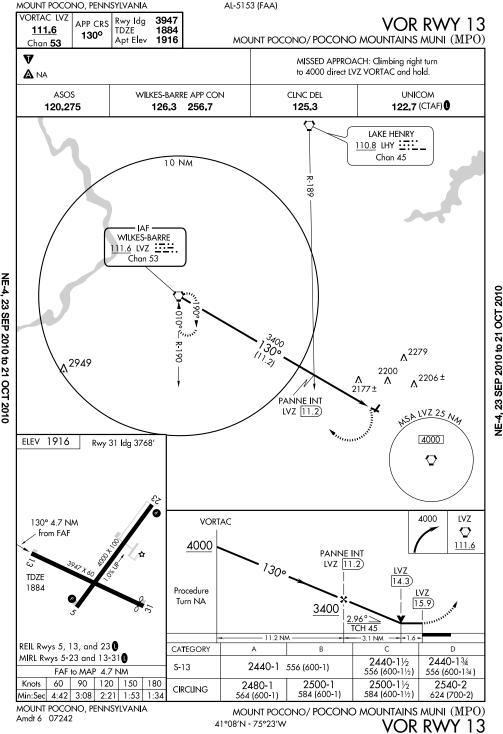
NE-4, 23 SEP 2010 to 21 OCT 2010

MOUNT POCONO/POCONO MOUNTAINS MUNI (MPO)41°08'N - 75°23'W RNAV (GPS) RW

585 (600-1)

585 (600-11/2)

625 (700-2)



**PENNSYIVANIA** 248

MYERSTOWN DECK

> S4 FUEL 100LL, JET A OX 1, 3 NOTAM FILE IPT RWY 01-19: H3786X50 (ASPH) S-12 MIRL 0.3% up N RWY 01: REIL(NSTD), Tree.

RWY 19: REIL(NSTD). Thid dspicd 187'.

(9D4) 1 SW UTC-5(-4DT) N40°21.13′ W76°19.78′

AIRPORT REMARKS: Attended 1200-0200Z±, Acft hangar 570' behind Rwy 01 thld and 212' left, unlgtd. Acft hangar 570' behind Rwy 01 thid and 212' left, Acft parked 57' behind Rwy 01 thid and 132'

left, ACTIVATE MIRL Rwv 01-19; REIL Rwvs 01 and 19; and rotating beacon-CTAF. Rwy 01-19 NSTD REILS-strobe Igts identify rwy ends. COMMUNICATIONS: CTAF/UNICOM 122.8

HARRISBURG APP/DEP CON 118.25 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20' W76°35.96' 145° 17.3 NM to fld. 1750/11W.

COMM/NAV/WEATHER REMARKS: For pick-up clearance TF

1-800-932-0712.



NEW YORK

IAP

DETROIT

L-30J. 34G. A

### NEW CASTLE MUNI (UCP) 4 NW UTC-5(-4DT) N41°01.52' W80°24.81' 1070 B S4 FUEL 100LL, JET A NOTAM FILE AOO

RWY 05-23: H3995X75 (ASPH) S-12.5 MIRL 0.4% up SW RWY 05: REIL. PAPI(P4L)-GA 3.0° TCH 53'. Trees. RWY 23: REIL. PAPI(P4L)-GA 3.0° TCH 59'. Trees. RWY 13-31: H2745X100 (ASPH) S-12.5 2.0% up SE RWY 13: PAPI(P2L)-GA 3.0° TCH 55'.

RWY 31: PAPI(P2L)-GA 3.0° TCH 57'. Trees.

PAPI Rwy 05, Rwy 23, Rwy 13, and Rwy 31, REIL Rwy 05 and Rwy 23—CTAF COMMUNICATIONS: CTAF/UNICOM 123.0 (R) YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z‡)

AIRPORT REMARKS: Attended 1300Z‡-dusk. ACTIVATE MIRL Rwy 05-23

(R) CLEVELAND CENTER APP/DEP CON 126.725 (0500-1100Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE YNG. YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86'

W80°40.48' 152° 21.8 NM to fld. 1140/5W. HIWAS. CASTLE NDB (MHW) 272 UCP N41°01.38' W80°24.95' at fld.

DETROIT L-30H IAP \_ G Rwy 13-31: 2745 X 100 €3 G C3 Œ C3 C3 €3

### NEW GARDEN (See TOUGHKENAMON)

## **NFWRY**

NOTAM FILE AOO.

BLUE KNOB VALLEY (7G4)1 W UTC-5(-4DT) N40°23.76′ W78°27.24′

S2 FUEL 100LL

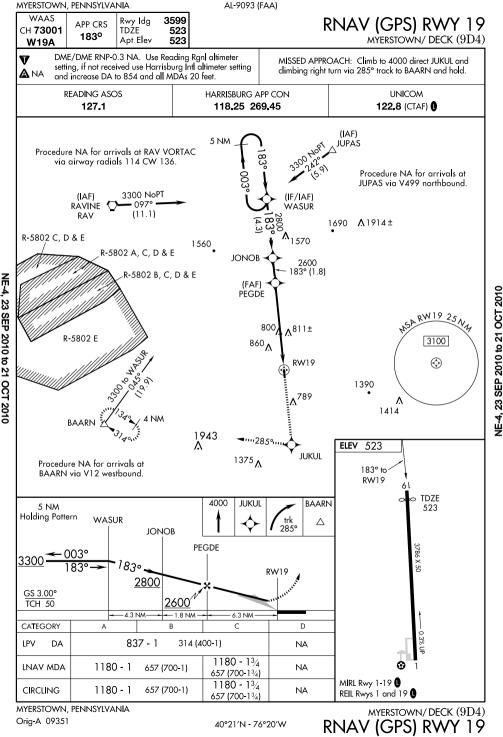
### NOTAM FILE AOO

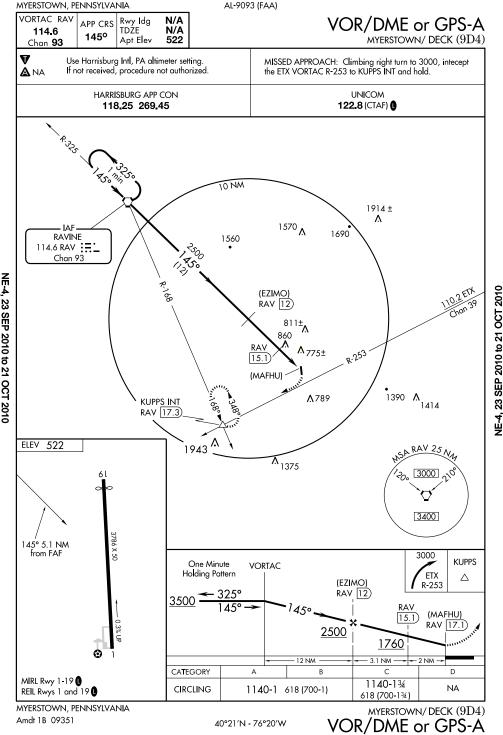
RWY 11-29: 3415X89 (GRVL)

RWY 11: Thid dsplcd 300'. Road. RWY 29: Trees. Rgt tfc. AIRPORT REMARKS: Attended irregularly. Rwy 11-29 surface is rolled slate. Rwy 11 dsplcd thld marked with yellow L's each side. Rwy 11-29 dimensions marked with boundary markers; fair condition. Arpt surrounded by mountains.

COMMUNICATIONS: CTAF/UNICOM 122.8

Loose stones on rwy, twy and ramp.





**PENNSYIVANIA** 248

MYERSTOWN DECK

> S4 FUEL 100LL, JET A OX 1, 3 NOTAM FILE IPT RWY 01-19: H3786X50 (ASPH) S-12 MIRL 0.3% up N RWY 01: REIL(NSTD), Tree.

RWY 19: REIL(NSTD). Thid dspicd 187'.

(9D4) 1 SW UTC-5(-4DT) N40°21.13′ W76°19.78′

AIRPORT REMARKS: Attended 1200-0200Z±, Acft hangar 570' behind Rwy 01 thld and 212' left, unlgtd. Acft hangar 570' behind Rwy 01 thid and 212' left, Acft parked 57' behind Rwy 01 thid and 132'

left, ACTIVATE MIRL Rwv 01-19; REIL Rwvs 01 and 19; and rotating beacon-CTAF. Rwy 01-19 NSTD REILS-strobe Igts identify rwy ends. COMMUNICATIONS: CTAF/UNICOM 122.8

HARRISBURG APP/DEP CON 118.25 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20' W76°35.96' 145° 17.3 NM to fld. 1750/11W.

COMM/NAV/WEATHER REMARKS: For pick-up clearance TF

1-800-932-0712.



NEW YORK

IAP

DETROIT

L-30J. 34G. A

### NEW CASTLE MUNI (UCP) 4 NW UTC-5(-4DT) N41°01.52' W80°24.81' 1070 B S4 FUEL 100LL, JET A NOTAM FILE AOO

RWY 05-23: H3995X75 (ASPH) S-12.5 MIRL 0.4% up SW RWY 05: REIL. PAPI(P4L)-GA 3.0° TCH 53'. Trees. RWY 23: REIL. PAPI(P4L)-GA 3.0° TCH 59'. Trees. RWY 13-31: H2745X100 (ASPH) S-12.5 2.0% up SE RWY 13: PAPI(P2L)-GA 3.0° TCH 55'.

RWY 31: PAPI(P2L)-GA 3.0° TCH 57'. Trees.

PAPI Rwy 05, Rwy 23, Rwy 13, and Rwy 31, REIL Rwy 05 and Rwy 23—CTAF COMMUNICATIONS: CTAF/UNICOM 123.0 (R) YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z‡)

AIRPORT REMARKS: Attended 1300Z‡-dusk. ACTIVATE MIRL Rwy 05-23

(R) CLEVELAND CENTER APP/DEP CON 126.725 (0500-1100Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE YNG. YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86'

W80°40.48' 152° 21.8 NM to fld. 1140/5W. HIWAS. CASTLE NDB (MHW) 272 UCP N41°01.38' W80°24.95' at fld.

DETROIT L-30H IAP \_ G Rwy 13-31: 2745 X 100 €3 G C3 Œ C3 C3 €3

### NEW GARDEN (See TOUGHKENAMON)

## **NFWRY**

NOTAM FILE AOO.

BLUE KNOB VALLEY (7G4)1 W UTC-5(-4DT) N40°23.76′ W78°27.24′

S2 FUEL 100LL

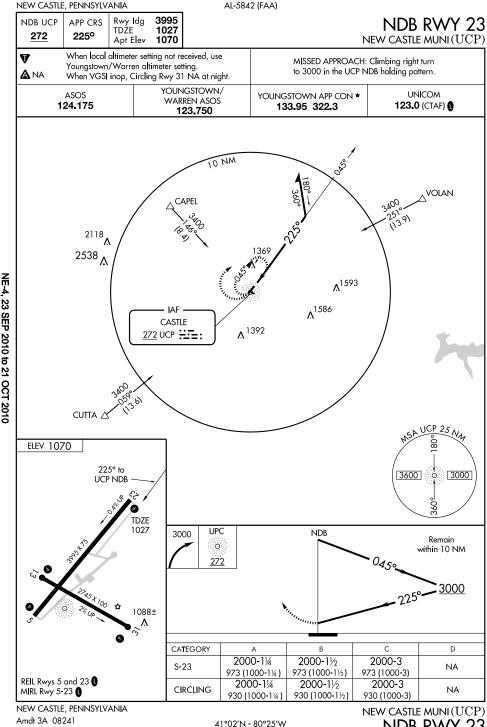
### NOTAM FILE AOO

RWY 11-29: 3415X89 (GRVL)

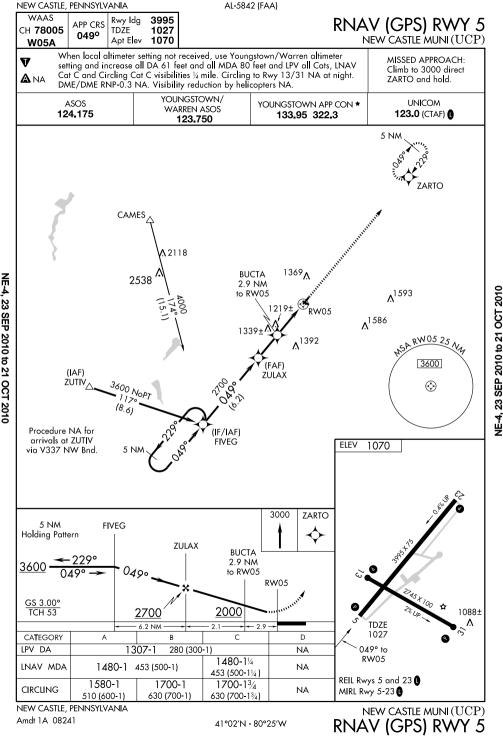
RWY 11: Thid dsplcd 300'. Road. RWY 29: Trees. Rgt tfc. AIRPORT REMARKS: Attended irregularly. Rwy 11-29 surface is rolled slate. Rwy 11 dsplcd thld marked with yellow L's each side. Rwy 11-29 dimensions marked with boundary markers; fair condition. Arpt surrounded by mountains.

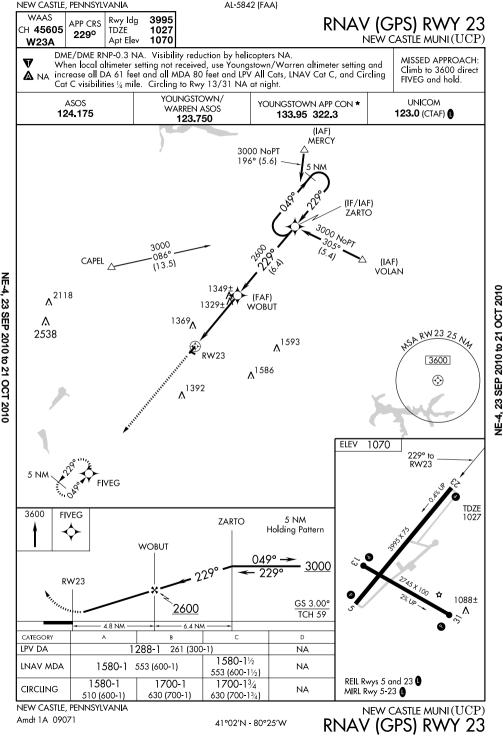
COMMUNICATIONS: CTAF/UNICOM 122.8

Loose stones on rwy, twy and ramp.

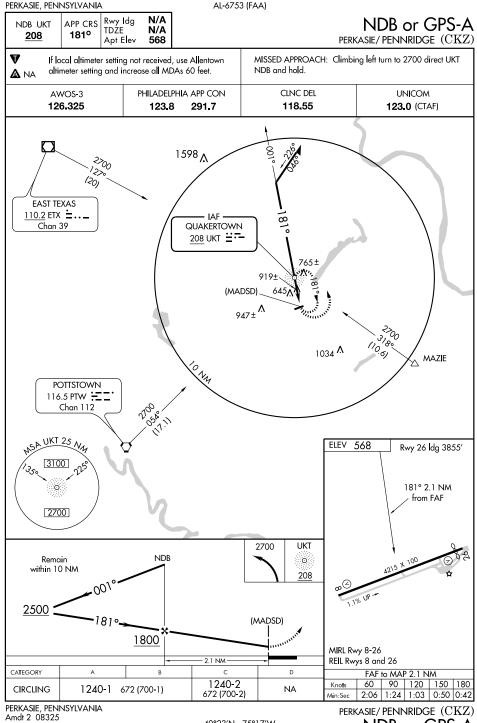


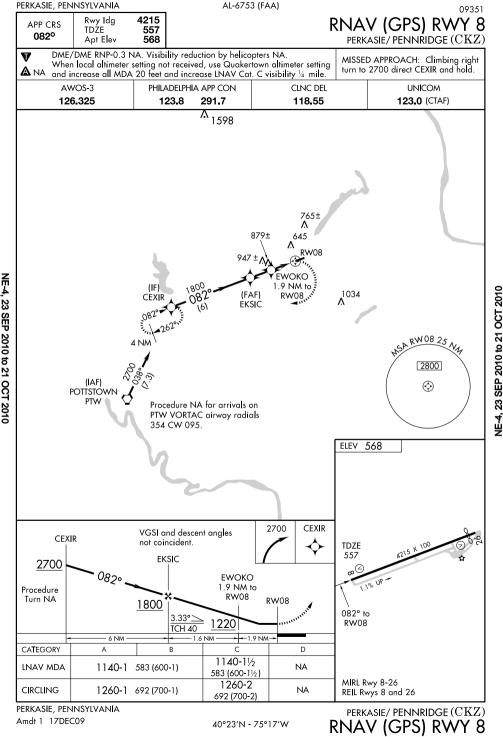
NDB RWY 23

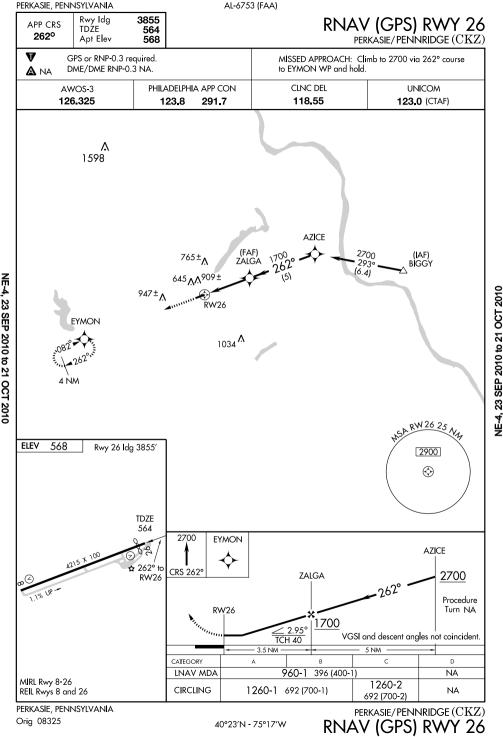




249 **PENNSYI VANIA** NORTH PHILADELPHIA N40°04.92′ W75°00.57′ NOTAM FILE PNE. NEW YORK (T) VOR 112.0 PNE at Northeast Philadelphia. L-34G, A VOR unusable 061°-090° byd 9 NM blo 6000' 246°-359° bvd 6 NM blo 6000' 091°-199° RCO 122.6 122.2 (WILLIAMSPORT RADIO) NORTHUMBERLAND CO (See SHAMOKIN) **PALMYRA** REIGLE FLD 2 S UTC-5(-4DT) N40°17.26′ W76°34.65′ NEW YORK B S4 FUEL 100LL NOTAM FILE IPT RWY 13-31: H1950X40 (ASPH) S-12.5 LIRL (NSTD) RWY 13: Tree. RWY 31: Thid dspicd 300'. Tree. AIRPORT REMARKS: Attended 1400-2200Z‡. Rwy 13-31 Rwy 13 first 110 ft unlgtd; Rwy 31 first 60 ft unlgtd; 1780 ft of rwy lgtd. Rwy 13-31 NSTD LIRL; lgts located 125 ft left and right of centerline. Rwy 31 dsplcd thld identified at ngt by one green lgt each side of rwy, ACTIVATE LIRL Rwy 13-31 and rotating beacon-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 COMM/NAV/WEATHER REMARKS: For pickup clearance, TF 800-932-0712. PENN VALLEY (See SELINSGROVE) PENNRIDGE (See PERKASIE) PENNS CAVE (See CENTRE HALL) PENN'S LANDING HELIPORT (See PHILADELPHIA) PENUE N40°54.62′ W77°44.51′ NOTAM FILE UNV. NDB (LOM) 388 UN 242° 6.2 NM to University Park. **PERKASIE** PENNRIDGE 1 N UTC-5(-4DT) N40°23.35' W75°17.43' (CKZ) NEW YORK S4 FUEL 100LL, JET A TPA-See Remarks L-33A, 34G, A RWY 08-26: H4215X100 (ASPH-PFC) D-26 MIRL IAP RWY 08: REIL. SAVASI(S2L). GA 4.0° TCH 21'. Trees. RWY 26: REIL, SAVASI(S2L), GA 4.0° TCH 21', Thid dspicd 360'. Trees. AIRPORT REMARKS: Attended daylight hours. For svc after hrs ctc 267-718-4254. Parachute Jumping. Occasional deer and wild turkeys on and invof rwy. Skydiving activities daily dawn to dusk. Rwy 08-26 CLOSED to touch and go ldgs. TPA for light acft 1368(800); TPA for turbo prop and jets 1768(1200). PPR for acft operating over 26,000 lbs ctc arpt mgr at 215-257-0166 prior to WEATHER DATA SOURCES: AWOS-3 126.325 (215) 257-7291. COMMUNICATIONS: CTAF/UNICOM 123.0 (R) PHILADELPHIA APP/DEP CON 123.8 CLNC DEL 118.55 TF 800-354-9884 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86' W75°41 04' 131° 21.4 NM to fld. 742/9W. QUAKERTOWN NDB (MHW) 208 UKT N40°25.49' W75°17.84' 184°2.2 NM to fld. Monitored dalgt hours only. Unusable byd 10 NM. PERKIOMEN VALLEY (See COLLEGEVILLE)







PENNSYLVANIA

FUEL 100LL, JET A OX 1, 2

RWY 06: REIL, PAPI(P2L)—GA 3.0° TCH 40', Thid dspicd 177'.

AIRPORT REMARKS: Attended 1100-0500Z‡. For svc after hrs. ctc

above, call 215-646-0400. Noise abatement Rwy 06 and

Rwy 06 and Rwy 24 and REIL Rwy 06 and Rwy 24-CTAF.

609-405-1283. Deer and large flocks of geese on and invof

UTC-5(-4DT)

MIRL

WEATHER DATA SOURCES: AWOS-3 118.925 (215) 646-1068. COMMUNICATIONS: CTAF/UNICOM 123.0 (R) PHILADELPHIA APP/DEP CON 126.85 **CLNC DEL** 118.55 TF 800-354-9884

3 NW

RWY 24: REIL, PAPI(P2L)—GA 3.0° TCH 40', Tree.

RWY 06-24: H3700X75 (ASPH) S-12.5

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08'

252

WINGS FLD

302 B

Trees.

S4

W75°40.25' 064° 22.9 NM to fld. 474/09W. HIWAS. AMBLER NDB (MHW) 275 ING N40°07.56' W75°17.11'

1.2 NM to fld. OTS indef.

PHILADELPHIA SPB (See ESSINGTON)

PHILIPSBURG N40°54.98′ W77°59.56′ NOTAM FILE AOO.

(H) VORTAC 115.5 PSB Chan 102

RCO 122.1R 115.5T (ALTOONA RADIO)

RCO N40°53.00′ W78°05.23′. 122.6 122.5 (ALTOONA RADIO)

PHILIPSBURG

ALBERT (1N3) 5 N UTC-5(-4DT) N40°58.29′ W78°14.57′ NOTAM FILE AOO RWY 11-29: 3350X125 (TURF-GRVL)

RWY 11: Trees. RWY 29: Thid dspled 205', Sign. AIRPORT REMARKS: Unattended. Arpt CLOSED Nov-Mar annually. Birds, deer and ground hogs on and invof arpt.

Ultralight ops on and invof arpt. Rwy 11-29 edges marked with yellow barrels. Rwy 11 and Rwy 29 dsplcd thld marked with red barrels.

COMMUNICATIONS: CTAF 122.9

MID-STATE (PSB) 8 E UTC-5(-4DT) N40°53.06′ W78°05.24′

1948 B NOTAM FILE AOO

RWY 06: Trees.

**COMMUNICATIONS: CTAF 122.9** 

NM to fld. Unmonitored. I-PSB

ILS 108.5

unmonitored.

RWY 16-34: H5711X100 (ASPH) S-48, D-60, 2D-90 RWY 16: MALSR. Trees. RWY 34: Trees. RWY 06-24: H5006X100 (ASPH) S-48, D-60, 2D-90 1.0% up NE

and S of arpt. ACTIVATE MIRL Rwy 06-24 and Rwy 16-34, MALSR Rwv 16, and VASI Rwv 24-CTAF. WEATHER DATA SOURCES: AWOS-3 127.525 (814) 343-4531.

AIRPORT REMARKS: Attended 1330-2200Z±. Deer on and invof arpt.

Heavy glider activity during dalgt hrs, all altitudes, within 15 NM E

PHILIPSBURG RCO 122.1R 115.5T (ALTOONA RADIO) PHILIPSBURG RCO 122.6 122.5 (ALTOONA RADIO) NEW YORK CENTER APP/DEP CON 134.8 RADIO AIDS TO NAVIGATION: NOTAM FILE ACC

PHILIPSBURG (H) VORTAC 115.5 PSB W77°59.56′ 256°4.7 NM to fld. 2440/10W. PORTS NDB (LOM) 275 PS N40°59.17′ W78°08.55′

Rwy 16.

arpt. PPR all acft exceeding 12.500 lbs max tkf gross weight or 24-No turns after tkf before 1000 ft AGL. Avoid overflight of schools east and west of arpt, ACTIVATE MIRL Rwv 06-24, PAPI

N40°08.25′ W75°15.91′

TPA-1502(1200)

0.6% up SW

/<sub>C3</sub> <sup>C3</sup> /G G Ø G G (3 (3 00 a 03 03 • 03 G G €3 ~ @ <sup>3</sup>/ €3

NEW YORK

L-34G, A

DETROIT H-10H, 12I, L-30I

DETROIT

DETROIT

H-10H, 12I, L-30I

0 0 0 0

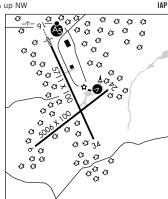
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IAP

NOTAM FILE LOM

256°4.7 NM to Mid-State. 2440/10W.

0.5% up NW

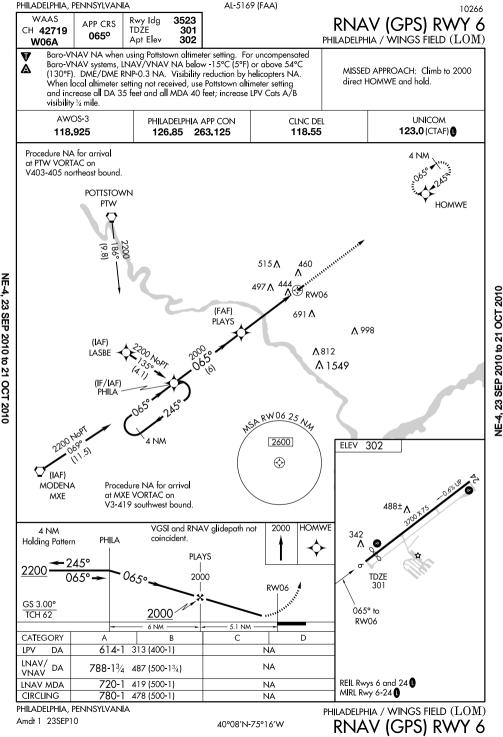


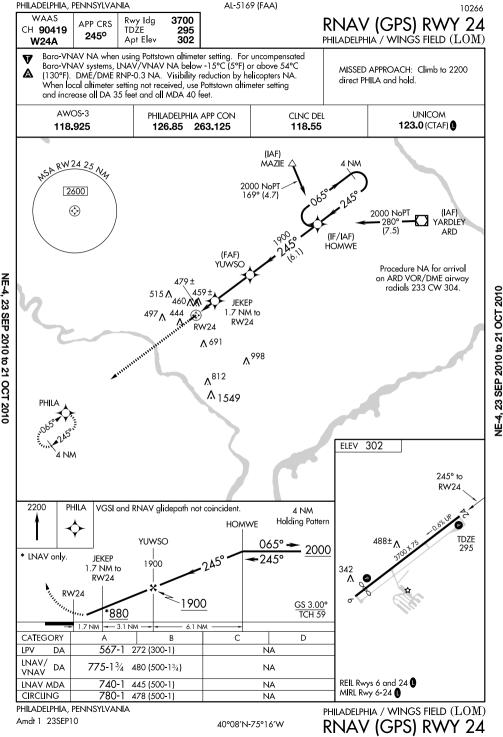
Chan 102 N40°54.98' LOM PORTS NDB. ILS

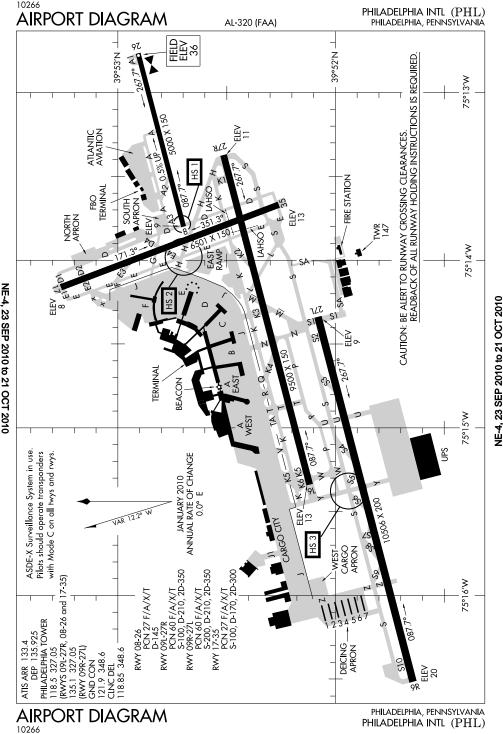
MIRL

MIRI

RWY 24: VASI(VGR)-GA 3.0° TCH 55'. Trees.







IAP. AD

WASHINGTON

H-10I, 12J, L-34G, A

**PENNSYLVANIA** 

FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E

Rwy 9L-27R: 9500 X 150 Rwy 17-35: 6501 X 150 Rwy 8-26: 5000 X 150

RWY 09R-27L: H10506X200 (ASPH-GRVD) S-200, D-210, 2D-350 RWY 27L: MALSR. PAPI(P4R)-GA 3.10° TCH 71'. Boat.

RWY 09L-27R: H9500X150 (ASPH-GRVD) S-100, D-210, 2D-350 PCN 60 F/A/X/T HIRL

PHILADELPHIA INTL (PHL) 5 SW UTC-5(-4DT) N39°52.33′ W75°14.45′

RWY 09L: MALSR. REIL. PAPI(P4L)-GA 3.0° TCH 71'. Ground. RWY 27R: MALSR. PAPI(P4L)-GA 3.0° TCH 81'. Boat. RWY 17-35: H6501X150 (ASPH-GRVD) S-100, D-170, 2S-175.

2D-300 PCN 27 F/A/X/T HIRL RWY 17: MALSF. PAPI(P4L)-GA 3.0° TCH 50'. Pole.

RWY 35: RFII Boat RWY 08-26: H5000X150 (ASPH-GRVD) D-145 PCN 27 F/A/X/T

RWY 08: Bldg. RWY 26: MALSR. PAPI(P4R)-GA 3.15° TCH 50'. Fence.

LAND AND HOLD SHORT OPERATIONS

HIRL CL 0.5% up E

В **S4** 

NOTAM FILE PHL

PCN 60 F/A/X/T HIRL CL

RWY 09R: ALSF2. TDZL. Trees.

LANDING HOLD SHORT POINT DIST AVBL

RWY 09L 17-35 7350 **RWY 17** 09-27R 4400

AIRPORT REMARKS: Attended continuously, Birds on and invof arpt, Airport is located in a noise sensitive area, Arpt noise abatement takeoff procedures are to be used. Unlgtd stack 288 ft MSL (271 ft AGL) 2.3 NM SW of arpt. TCAS equipped acft—TCAS alert may be caused by transponder equipped ships located PHL Naval Base 3 NM

ship channel (Schuylkill) max height of ships 149'. Possible unmarked ship obstruction transiting east or westbound along the Delaware River reaching heights of 189'-be alert when approaching PHL Rwy 35 and whenever circling or visually approaching all other rwys. Pilots can expect to exit and re-enter the PHL Class B airspace during moderate to heavy arrival periods. ASDE-X surveillance system in use, pilots should operate mode C on all twys and rwys. Only nose-in parking permitted on North and East remote aprons. PPR from arpt ops for all acft parking on North and East remote aprons; ctc 215-937-6914/6800. Land Rwy 26, tkf Rwy 08.

E. Rwy 26, Rwy 27L, Rwy 27R, and Rwy 35 ship channel (Delaware River) max height of ships 189 ft. Rwy 26

Rwy 09 rollout RVR used for Rwy 09L midpoint RVR. Rwy 09L touchdown RVR avbl. Rwy 27R touchdown RVR avbl. Rwy 09R rollout RVR avbl. Rwy 27L touchdown, and rollout RVR avbl. Rwy 17 touchdown RVR avbl. Rwy

35 touchdown RVR avbl. Rwv 08 touchdown, rollout RVR avbl. Rwv 26 touchdown, rollout RVR avbl. Rough. uneven pavement on Twy S between Twy L and Twy S1. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities. WEATHER DATA SOURCES: ASOS (215) 492-9617, LLWAS, TDWR.

COMMUNICATIONS: D-ATIS ARR 133.4 D-ATIS DEP 135.925 UNICOM 122.95

below 5000') 126.85 (270°-360° at or below 5000') 123.8 (001°-089° at or below 5000')

R DEP CON 119.75 (090°-269°) 124.35 (270°-089°)

(R) APP CON 124.35 128.4 (270°-089° above 5000′) 126.6 (090°-269° above 5000′) 127.35 (090°-269° at or

26 monitor 123.6 and Rwy 27L monitor 120.425.

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE ILG. Chan 87 N39°40.69' W75°36.42' 065° 20.6 NM to fld. 70/10W.

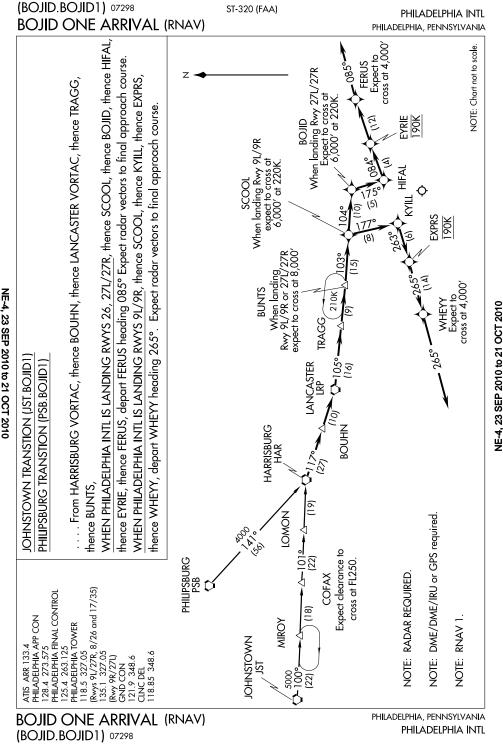
DUPONT (L) VORTAC 114.0 D00

ILS/DME 108.75 I-MYY Chan 24(Y) Rwy 17. Class IT. LOC unusable byd 15° left of course. ILS/DME 108.95 I–VII Chan 26(Y) Rwy 09L. Class IB.

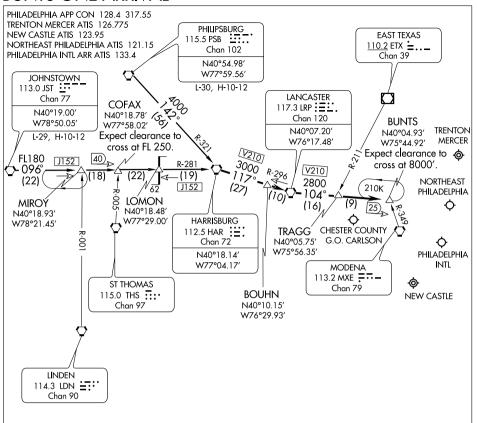
ILS/DME 109.3 I-GLC Rwv 27L. ILS unusable inbound from 0.6 NM to thid. Chan 30 ILS/DME 109.3 I-PHL Chan 30 Rwy 09R. Class IIIE. DME also serves Rwy 27L.

ILS/DME 108.95 I-PDP Chan 26(Y) Rwy 27R. Class IE. DME unusable within 0.3 NM from thld. ILS/DME 111.55 I-LLH Chan 52(Y) Rwy 26.

COMM/NAV/WEATHER REMARKS: Dual VHF communications rqr for Simultaneous Close Parallel ILS PRM approaches. Rwy



# BUNTS ONE ARRIVAL



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

### <u>JOHNSTOWN TRANSITION (JST.BUNTS1):</u>

### PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

23 SEP 2010 to 21 OCT 2010

SEA ISLE 114.8 SIE :: ' Chan 95 N39°05.73′-W74°48.02′

## CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA PHILADELPHIA APP CON **◆**TRENTON MERCER 126.6 317.55 WILLOW GROVE PHILADELPHIA INTL ATIS NAS JRB ARR 133.4 0 CEDAR LAKE NORTHEAST PHILADELPHIA ATIS 115.2 VCN **∷:=**• TRENTON MERCER ATIS Chan 99 NORTHEAST N39°32.26′-W74°58.03′ CHESTER COUNTY PHILADELPHIA NAS WILLOW GROVE ATIS★ G.O. CARLSON 275.6 TURBOJET VERTICAL NAVAGATION PLANNING PHILADELPHIA NEW CASTLE ATIS INTL 123.95 INFORMATION Aircraft landing PHL expect ◈ to cross VCN at 8000'. R-121 1900 **NEW CASTLE** 301 1900 R-101 210K) 281° ≠∆ BRIGS WOODSTOWN (38)112.8 OOD **===** N39°31.41′ W74°08.33′ Chan 75 L-34 N39°38.16′-W75°18.18′ H-10-12

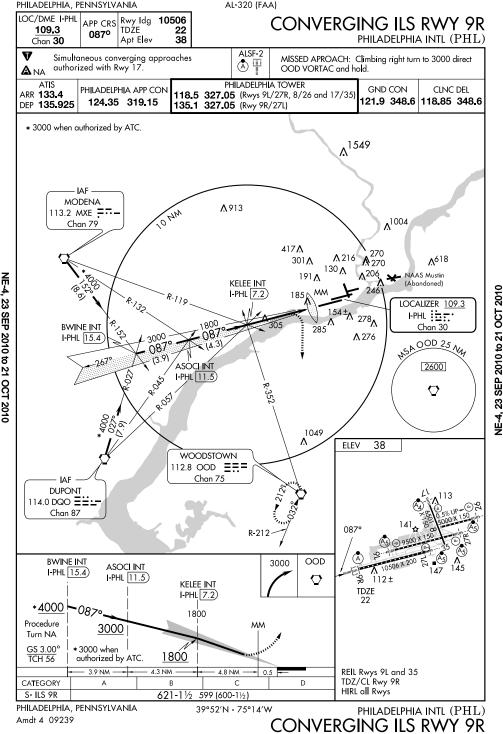
**RADDS** N38°38.91' W75°05.31′ SNOW HILL 112.4 SWL ::-Chan 71 N38°03.40′-W75°27.84′ L-36, H-10-12 NOTE: Chart not to scale. BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to

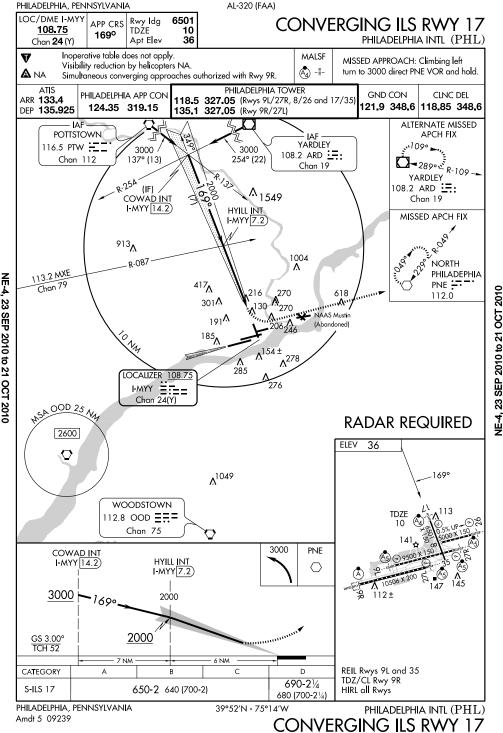
VCN VORTAC. Thence. SNOW HILL TRANSITION (SWL VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC, Thence,

.From over VCN VORTAC:

Turbojets expect radar vectors to final approach course. Non-Turbojets continue via the VCN R-301 and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

## CEDAR LAKE EIGHT ARRIVAL





(HEDGE.DPNT4) 08101 ST-320 (FAA) )UR **ARRIVAL** PHILADELPHIA, PENNSYLVANIA 14.8 SIE ::: 15.2 VCN |::||-108.6 ACY =:=: SEA ISLE Chan 95 12.6 ATR 듬 CEDAR LAKE ATLANTIC CITY WATERLOO Chan 99 Chan 73 **IRENTON** Chan 23 PHILADELPHIA NORTHEAST 11.4 ENO ::-SMYRNA Chan 51 112.4 SWL :=: R-270 -SNOW HILL PHILADELPHIA Chan 71 R-276 WILLOW GROVE R-265 -**LAVIGATION PLANNING** 8.34b Expect clearance to cross 0 N38°41.67′-W76°01.37′ **FURBOJET VERTICAL INFORMATION** (8) 510K (23) at 13,000' GARED 961 <u>-</u>-114.0 DQO ==:--| Chan 87 (E1) CHESTER COUNTY Ó NAVIGATION PLANNING G.O. CARLSON at 10,000' and 250 Kts. Expect clearing to cross 439°26.73'-W75°38.00' W75°40.68' N39°03.67" **TURBOJET VERTICAL** DUPONT CANNY **NFORWATION** E (4) (6) N38°53.54′ W75°50.24′ HEDGE NE-4, 23 SEP 2010 to 21 OCT 2010 . (OE) 000p From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 085° (35) FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to 17.6 PXT ===== BAL ::: Chan 98 .34-36, H-10-12 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . BALTIMORE W76°24.01′ N38°17.27′ PATUXENT Chan 123 OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . 115.1 BAL INT. Expect radar vectors to final approach course prior to TERRI INT. NAVIGATION PLANNING N38°42.35′-W76°44.68′ Expect clearing to cross N38°51.29′-W76°01.41 TURBOJET VERTICAL 0000 NOTINGHAM INFORMATION at 15,000'. Chan 84 13.7 OTT **IAYBO** . 090 18,000 9 NOTE: Chart not to scale. TURBOJET AIRCRAFT only NOTE: PXT transition as assigned N38°00.81′-W78°09.18′ N37°31.71′-W77°49.69′ Chan 80 NORTHEAST PHILADELPHIA ATIS NOTE: STAR applicable to L 34-36, H 10-12 GORDONSVILLE : : NAS WILLOW GROVE ATIS ★ Chan 103 HEDGE INT. Thence. . . L-36, H-10-12 by ATC only. 15.6 GVE FLAT ROCK 13.3 FAK PHILADELPHIA APP CON PHILADELPHIA INTL ATIS TRENTON MERCER ATIS 126.6 317.55 ARR 133.4 126.775 121.15 PHILADELPHIA, RRIVAI **PENNSYLVANIA** 

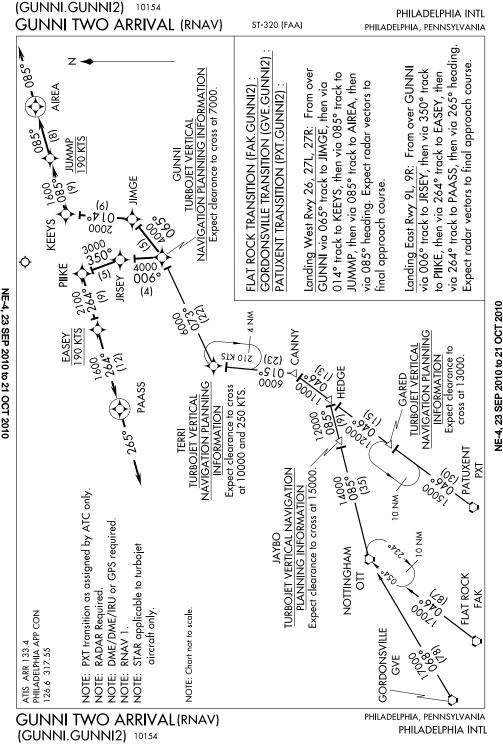
(GRDEN1.GRDEN) 10210 SL-320 (FAA) PHILADELPHIA INTL (PHL) GRDEN ONE DEPARTURE (RNAV) PHILADELPHIA, PENNSYLVANIA ATIS DEP 135.925 TAKE-OFF MINIMUMS: CLNC DEL Rwys 8, 26, 9L, 9R, 17, 35: NA-ATC. 118.85 348.6 **POTTSTOWN** Rwys 27L, 27R: Standard with minimum climb of **GND CON** PTW 121.9 348.6 500' per NM to 560' then ATC climb of 500' PHILADELPHIA TOWER per NM to 4500. (Rwys 9L/27R, 8/26 and 17/35) Pottstown Transition: ATC climb of 430' per NM to 118.5 327.05 9000 from GRDEN to BRNDI. (Rwy 9R/27L) 135.1 327.05 PHILADELPHIA DEP CON (270°-089°) 124.35 320.1 NOTE: For Turbojets only. NOTE: Radar required. NOTE: RNAV 1. NOTE: DME/DME/IRU or GPS required. BRNDI 9000 NE-4, 23 SEP 2010 to 21 OCT 2010 NE-4, 23 SEP 2010 to 21 OCT 2010 MODENA 30>; 560 7500 \*1900 280° **GRDEN** (15)4500 **STOEN** 560 TAKE-OFF OBSTACLES: Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL. NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION V TAKE-OFF RUNWAY 27L: Climb heading 265° to 560, then right turn direct GRDEN, thence.... TAKE-OFF RUNWAY 27R: Climb heading 266° to 560, then right turn direct GRDEN, thence.... ....(Transition) Maintain 10000. Expect clearance to filed altitude within 10 minutes after departure. MODENA TRANSITION (GRDEN1.MXE):

GRDEN ONE DEPARTURE (RNAV)

(GRDEN1.GRDEN) 10210

POTTSTOWN TRANSITION (GRDEN1.PTW): STOEN TRANSITION (GRDEN1.STOEN):

PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL (PHL)



### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

HOT SPOT CITY/AIRPORT **DESCRIPTION\*** 

HARRISBURG, PA

HS 1 CAPITAL CITY (CXY) Rwy 26 LAHSO.

HS<sub>2</sub> Rwv 08 ILS hold line. HS 3 Twy C at Rwy 30 and Twy B.

PHILADELPHIA, PA

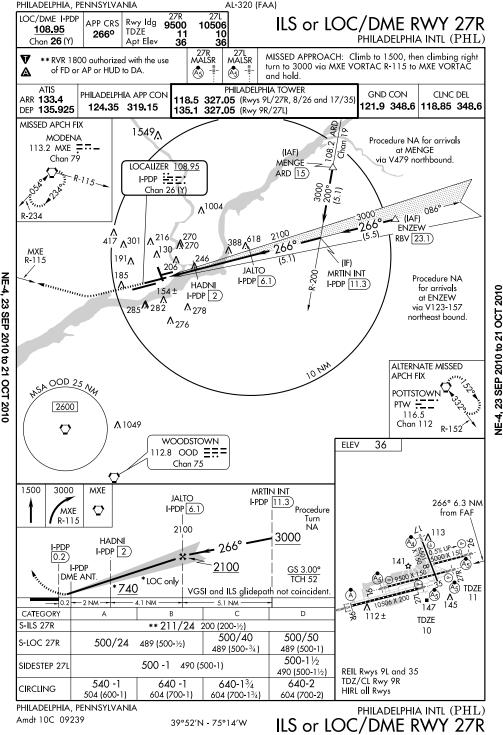
23 SEP 2010 to 21 OCT 2010

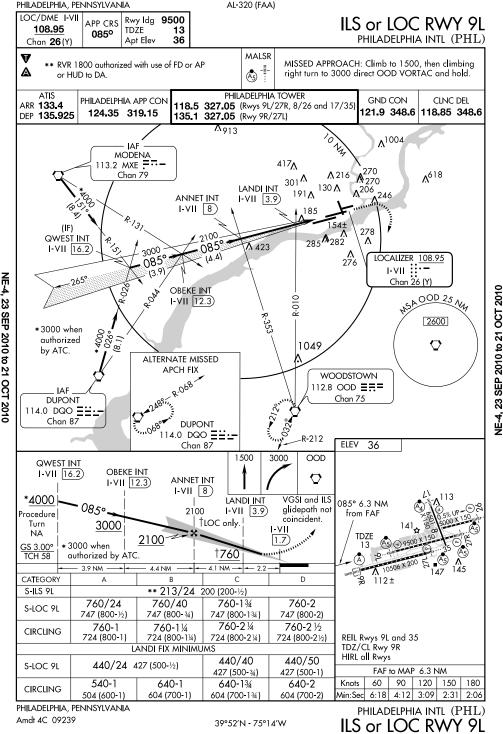
PHILADELPHIA INTL (PHL) HS<sub>1</sub> Rwy 08 and Twy D.

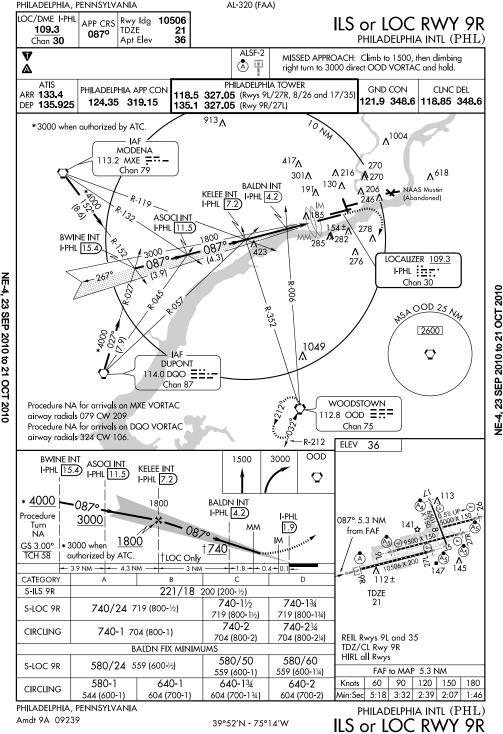
> HS<sub>2</sub> Twy H and E int in close proximity of Rwy 17-35.

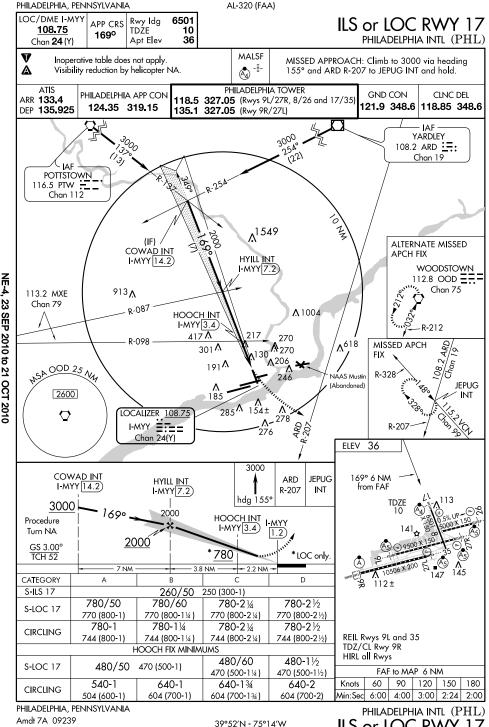
HS 3 Twy Y and S int in close proximity of Rwy 09R-27L.

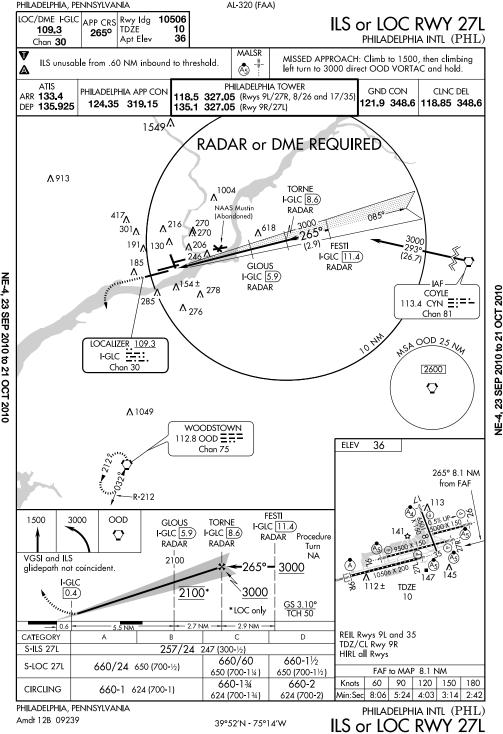
\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

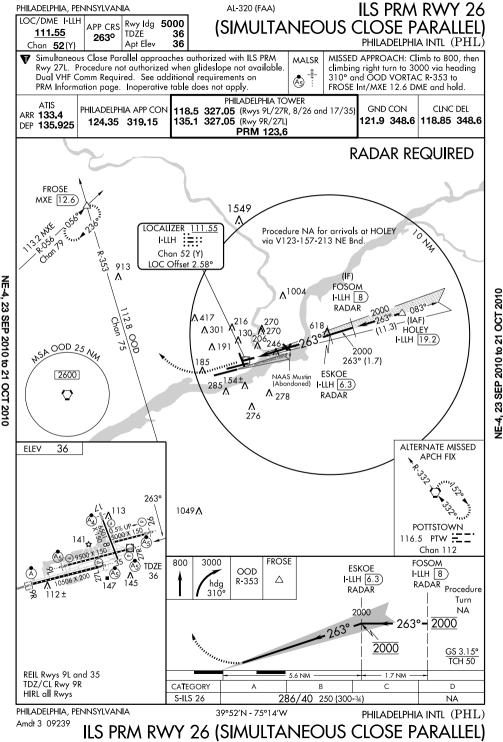












AL-320 (FAA)

PHILADELPHIA INTL (PHL) PHILADELPHIA, PENNSYLVANIA

### ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

\*When instructed, immediately switch to the tower frequency and select the monitor frequency audia

- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 26 approach. If later advised to expect an ILS 26 approach, the ILS/PRM 26 chart may be used after completing the following briefing items:
  - (a) Minimums and missed approach procedures are unchanged. (b) Monitor frequency no longer required.
- Dual VHF Communication required. To avoid blocked transmissions. each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is
- ALL "Breakouts" are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
  - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.
  - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Decending on **ILS** glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on

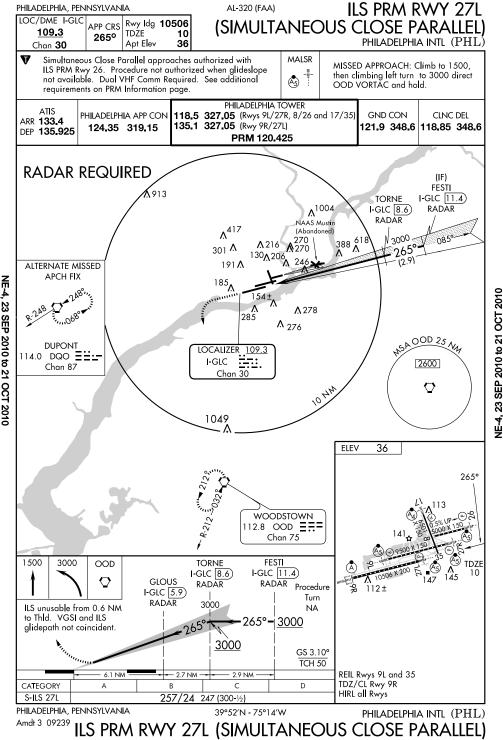
their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

> PHILADELPHIA, PENNSYLVANIA PHILADELPHIA INTL (PHL)

NE-4, 23 SEP 2010 to 21 OCT 2010

NE-4, 23 SEP 2010 to 21 OCT 2010

blocked.



### ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

\*When instructed, immediately switch to the tower frequency and select the monitor frequency andia

- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 27L approach. If later advised to expect an ILS 27L approach, the ILS/PRM 27L chart may be used after completing the following briefing items:
  - (a) Minimums and missed approach procedures are unchanged.
  - (b) Monitor frequency no longer required.
  - (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 27L approach.
- 2. Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so

that the pilots will be able to hear transmissions on at least one frequency if the other is

- 3. ALL "Breakouts" are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
  - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.
  - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

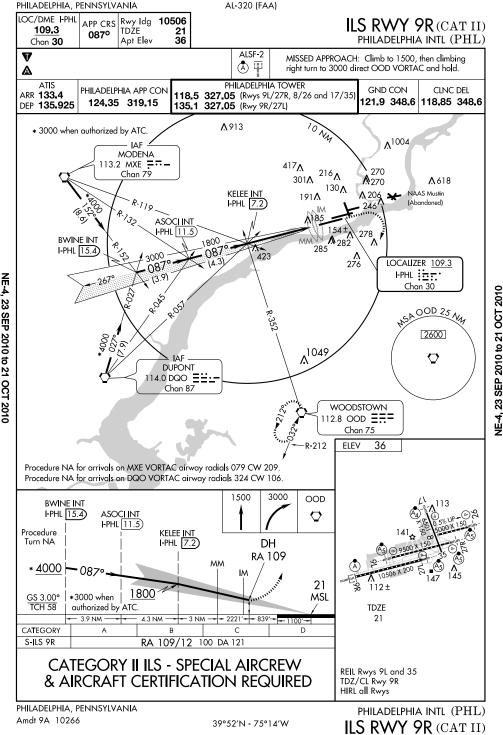
"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

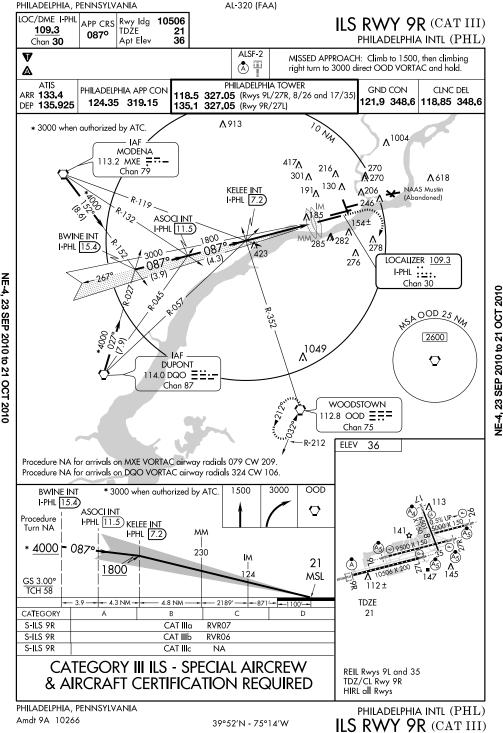
4. ILS Navigation Decending on ILS glideslope ensures complying with any charted crossing restrictions.

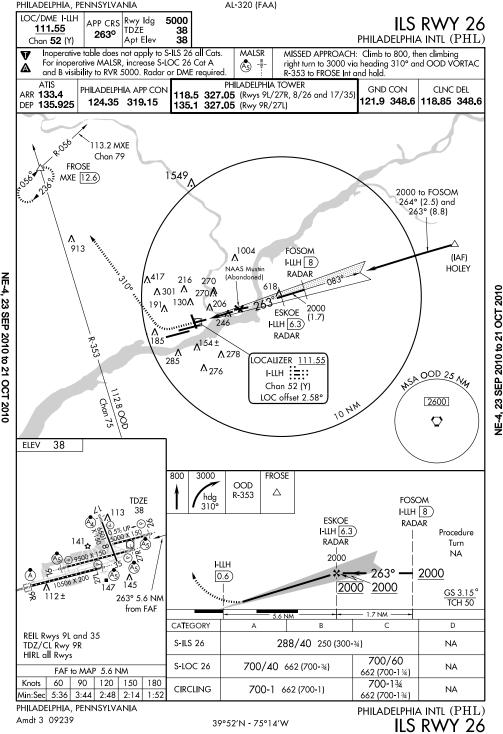
Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

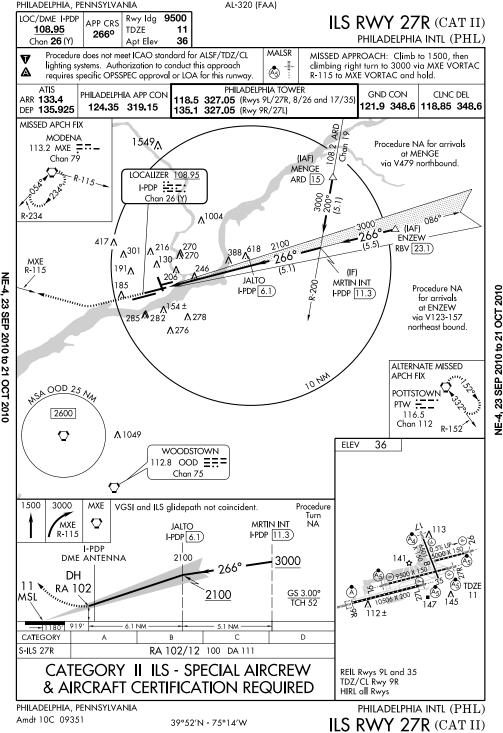
NE-4, 23 SEP 2010 to 21 OCT 2010

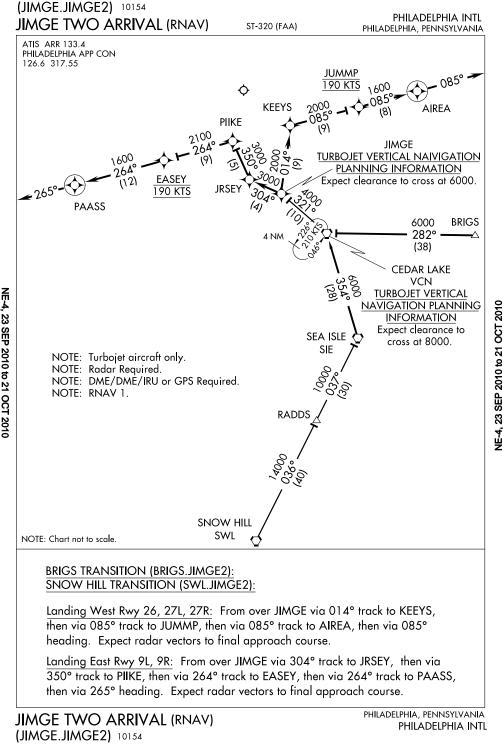
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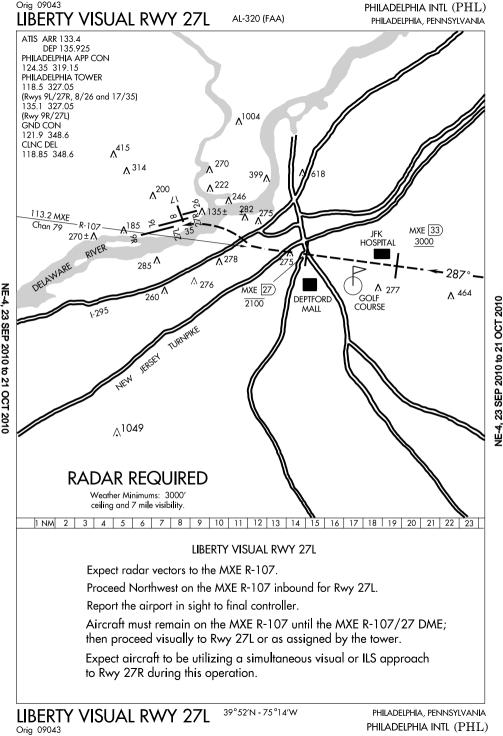
#### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

The Aeronautical information Manual Contains Sp	pecific details	on noid-short operations and	u markings.
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA LANCASTER (LNS)	26	13-31	5.190 feet
PHILADELPHIA, PA NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
PHILADELPHIA, PA	33	06-24	3,600 feet
PHILADELPHIA INTL (PHL)	09L 17	17-35 09L-27R	7,350 feet 4,400 feet
PITTSBURGH, PA			,
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA READING RGNL/CARL A. SPAATZ			
FIELD (RDG)	13 18	18-36 13-31	5,200 feet 3,050 feet
WILKES-BARRE/SCRANTON, PA	10	15-51	3,030 1881
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

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(MIFLN1.MIFLN) 10210 SL-320 (FAA) PHILADELPHIA INTL (PHL) MIFLN ONE DEPARTURE (RNAV) PHILADELPHIA, PENNSYLVANIA TAKE-OFF OBSTACLES: ATIS DEP 135.925 CLNC DEL Rwy 8: Fence 163' from DER, 250' right of centerline, 4' AGL/41' MSL. 118.85 348.6 Crane 1 NM from DER, 868' left of centerline, 197' AGL/208' MSL. GND CON Multiple cranes beginning 5928' from DER, 182' right of 121.9 348.6 PHILADELPHIA TOWER centerline up to 210' AGL/220' MSL. (Rwys 9L/27R, 8/26 and 17/35) Rwy 9L: Tree 593' from DER, 633' left of centerline, 12' AGL/26' MSL. 118.5 327.05 Rwy 9R: Multiple towers beginning 2592' from DER, 1044' right of (Rwy 9R/27L) centerline, up to 140' AGL/145' MSL. 135.1 327.05 PHILADELPHIA DEP CON (090°-269°) 119.75 269.25 MIFLN 5000 560 DITCH COWNY 7000 **DVIDE** 9000 \*2100 9000 13500 266 DUWOD DUPONT (6) DQO 274° NOTE: For Turbojets only. (23)NOTE: Radar required. NOTE: RNAV 1. NOTE: DME/DME/IRU or GPS required. WOODSTOWN TAKE-OFF MINIMUMS: OOD Rwys 26, 27L, 27R, 35: NA -ATC. Rwy 8: Standard with minimum climb of 500' per NM to 560 then ATC climb of 420' per NM to 5000. Rwy 9L: Standard with minimum climb of 500' per NM to 560 then ATC climb of 400' per NM to 5000. Rwy 9R: Standard with minimum climb of 500' per NM to 560 then ATC climb of 375' per NM to 5000. TEBEE and DUPONT Transitions: ATC climb of 390' per NM to 7000 from MIFLN to COWNY. TEBEE  $\triangle$ NOTE: Chart not to scale.

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 086° to 560, then right turn direct MIFLN, thence.... TAKE-OFF RUNWAYS 9L/R: Climb heading 085° to 560, then right turn direct

MIFLN, thence.... ....(Transition) maintain 10000. Expect clearance to filed altitude within 10 minutes after

departure.

DITCH TRANSITION (MIFLN1.DITCH): DUPONT TRANSITION (MIFLN1.DQO): TEBEE TRANSITION (MIFLN1.TEBEE):

NE-4, 23 SEP 2010 to 21 OCT 2010

V

MIFLN ONE DEPARTURE (RNAV)

PHILADELPHIA, PENNSYLVANIA PHILADELPHIA INTL (PHL) NE-4, 23 SEP 2010 to 21 OCT 2010

(PHL8.PHL) 08213 SL-320 (FAA) PHILADELPHIA INTL (PHL) PHILADELPHIA EIGHT DEPARTURE PHILADELPHIA, PENNSYLVANIA ATIS DEP 135,925 CLNC DEL 118.85 348.6 GND CON 121.9 348.6 ALLENTOWN YARDLEY PHILADELPHIA TOWER 117.5 FJC ::-: 108.2 ARD :=: (Rwys 9L/27R, 8/26 and 17/35) Chan 122 118.5 327.05 Chan 19 N40°43.60′-W75°27.29′ (Rwy 9R/27L) N40°15.20′-W74°54.46′ L-30-33-34, H-10-12 135.1 327.05 L-34, H-10-12 NORTH DEP CON 124.35 319.15 **POTTSTOWN** 116.5 PTW 🛨 Chan 112 N40°13.34′-W75°33.62 LOCALIZER 108.95 L-34, H-10-12 I-PDP := -Chan 26 (Y) MODENA 113.2 MXE = ... ROBBINSVILLE Chan 79 NE-4, 23 SEP 2010 to 21 OCT 2010 113.8 RBV **∷∷** N39°55.08′-W75°40.25′ Chan 85 L-34, H-10-12 N40°12.14'-W74°29.70' STOEN N39°50.29′ W75°47.92′ L-34, H-10-12 I-PDP 3 L-34 085° H-10-12 SOUTH DEP CON **RUUTH** 119.75 269.25 N39°51.02' W74°59.99' L-34 DITCH COYLE N39°47.63' 113.4 CYN **Ξ:=∸** W74°43.00′ Chan 81 DUPONT L-34, H-10-12 N39°49.04′-W74°25.90′ 114.0 DQO =::-Chan 87 L-34. H-10-12 N39°40.69′-W75°36.43′ WOODSTOWN L-34, H-10-12 112.8 OOD = === CEDAR LAKE Chan 75 115.2 VCN =:=. N39°38.16′-W75°18.18′ Chan 99 L-34, H-10-12 N39°32.26′-W74°58.03′ L-34, H-10-12 SMYRNA 111.4 ENO 🛨 TAKE-OFF MINIMUMS: Chan 51 Rwy 26, NA-Obstacles. N39°13.90′-W75°30.96′ Rwy 27L, STANDARD. L-34, H-10-12 Rwy 27R, Standard. ATC climb of 325' per NM to 500. Rwy 8, Standard with minimum climb of 320' per NM to 900. Rwy 9L, Standard with minimum climb of 390' per NM to 500. Rwy 9R, Standard with minimum climb of 310' per NM to 500. Rwy 17, 200-1 or Standard with minimum climb of 400' per NM to 300. Rwy 35, Standard with minimum climb of 264' per NM to 1400.

# PHILADELPHIA EIGHT DEPARTURE

(NARRATIVE ON FOLLOWING PAGE)

23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

NOTE: RADAR required.

NE-4, 23 SEP 2010 to 21 OCT 2010

PHILADELPHIA EIGHT DEPARTURE



### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Turn left heading 255°, or as assigned by ATC climb heading 245° or 268°, Thence . . . .

TAKE-OFF RUNWAY 27R: DME required. Turn left heading 240°, at I-PDP 3 DME turn right heading 255°, or after TAKE-OFF as assigned by ATC climb heading

245° or 268°, Thence . . . . TAKE-OFF RUNWAYS 9L/9R: Fly heading 085°, or as assigned by ATC climb heading 081° or 096°, Thence . . . .

TAKE-OFF RUNWAY 8: Fly heading 086°, Thence . . . .

TAKE-OFF RUNWAY 17: Fly heading 169°, Thence . . . . TAKE-OFF RUNWAY 35: Fly heading 349°, Thence . . . .

. . . . Expect radar vectors to filed/assigned route or depicted fix. Climb and maintain 5,000 feet or assigned lower altitude. Expect clearance to filed altitude/ flight level ten minutes after departure.

SPECIAL INSTRUCTION: For appropriate departure control frequency, use

frequency depicted within sector where first fix/navaid for your route is located.

#### TAKE-OFF OBSTACLES: Rwy 8: Fence 163' from DER, 250' right of centerline, 4' AGL/41' MSL.

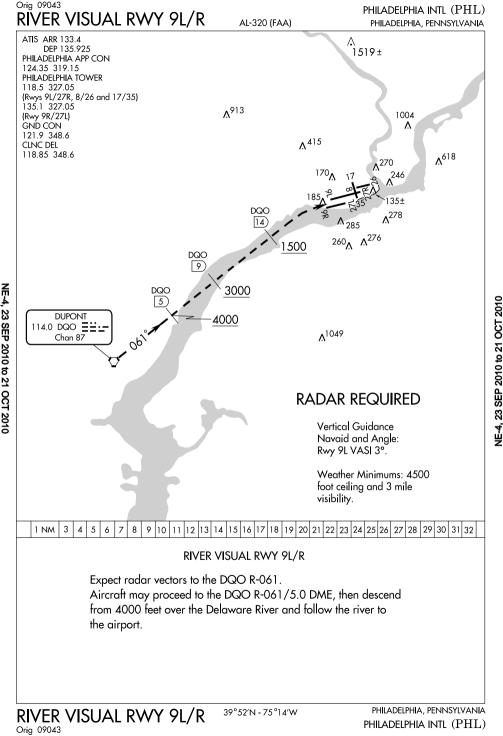
Tree 593' from DER, 633' left of centerline, 12' AGL/26' MSL. Rwy 9L: Rwy 9R: Multiple towers beginning 2592' from DER, 1044' right of centerline,

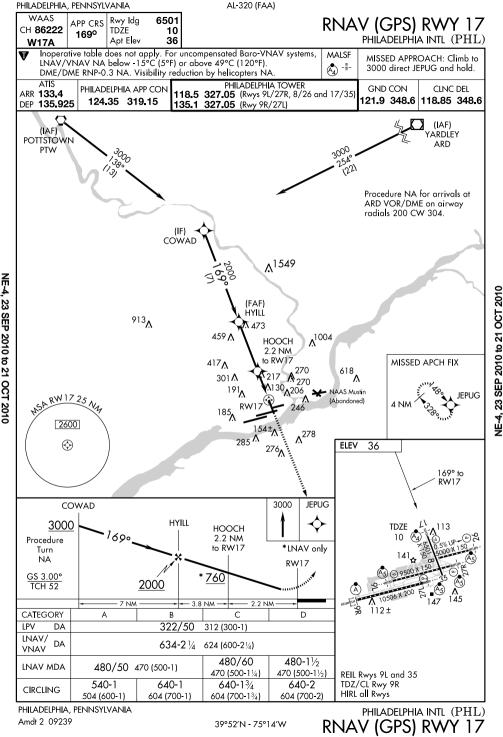
up to 140' AGL/145' MSL. Rwy 17: Multiple trees beginning 1115' from DER, 286' left of centerline, up to 56' AGL/65' MSL.

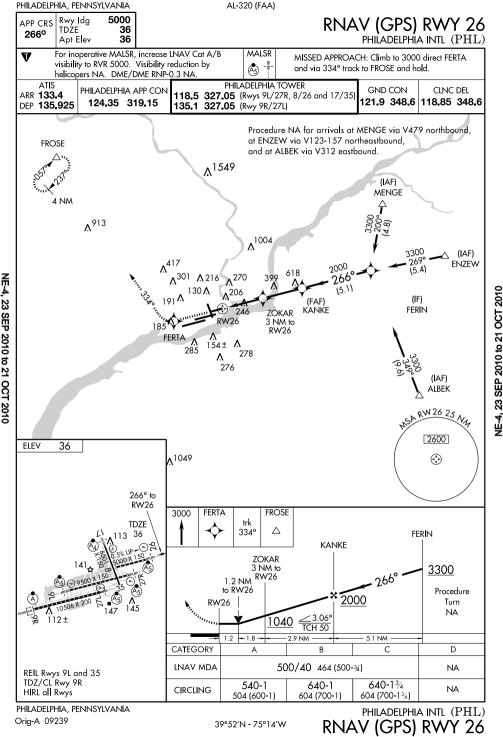
Rod on tower 1617' from DER, 847' right of centerline, 68' AGL/77' MSL. Ship in channel 3500' from DER, 86' left of centerline, 188' AGL/188' MSL.

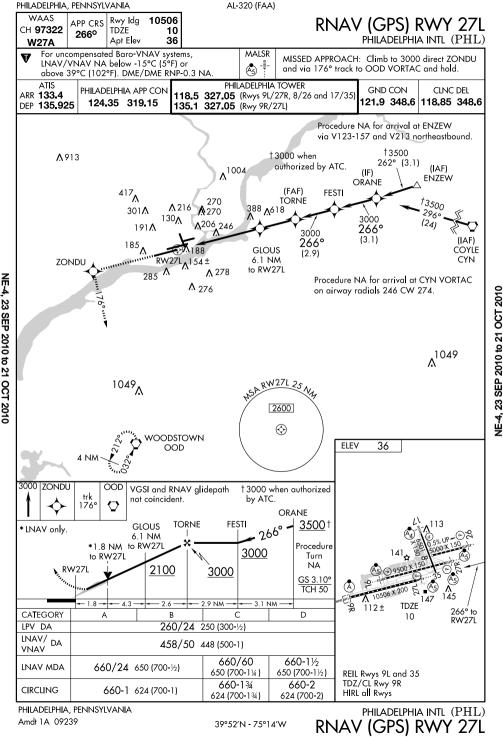
Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL. Rwy 35: Sign and multiple light poles and trees beginning 1232' from DER, 205' left of centerline,

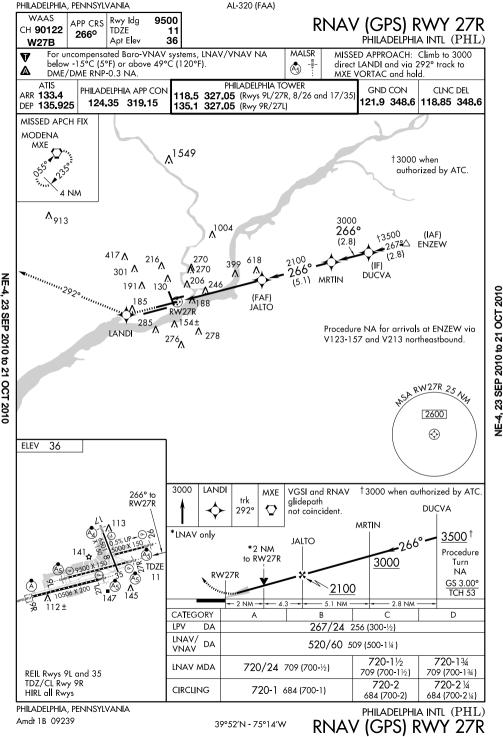
up to 114' AGL/128' MSL. Multiple signs and light poles beginning 1709' from DER, 644' right of centerline, up to 69' AGL/83' MSL.

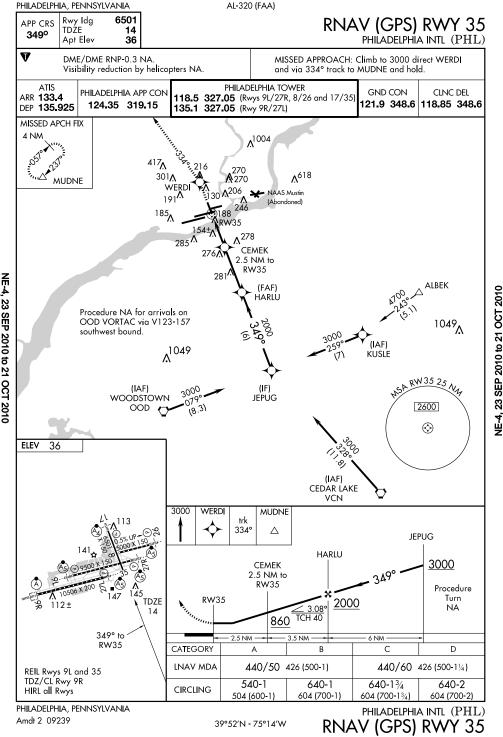


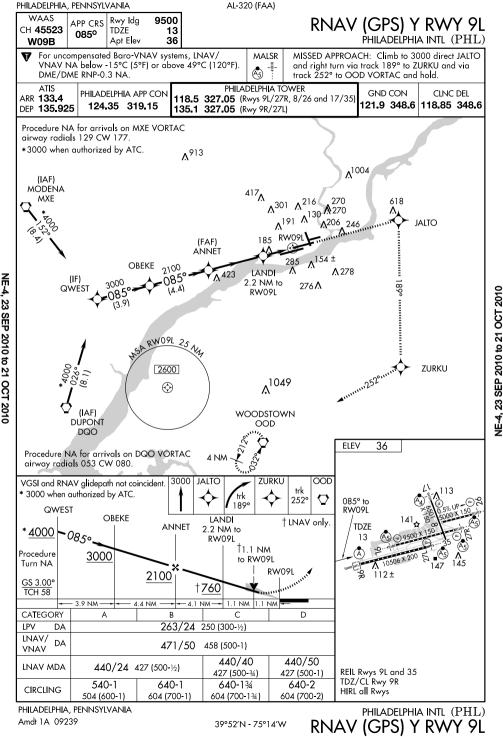


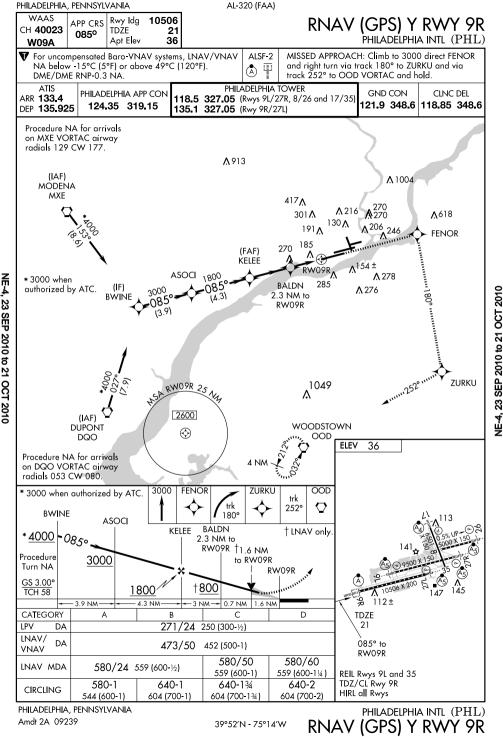


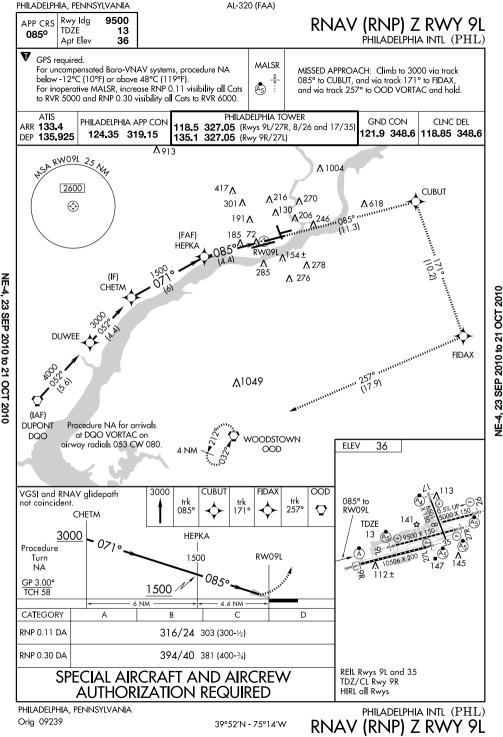


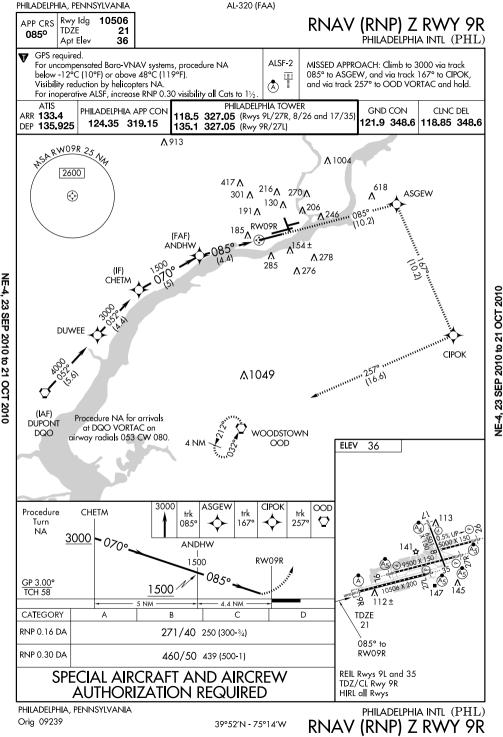






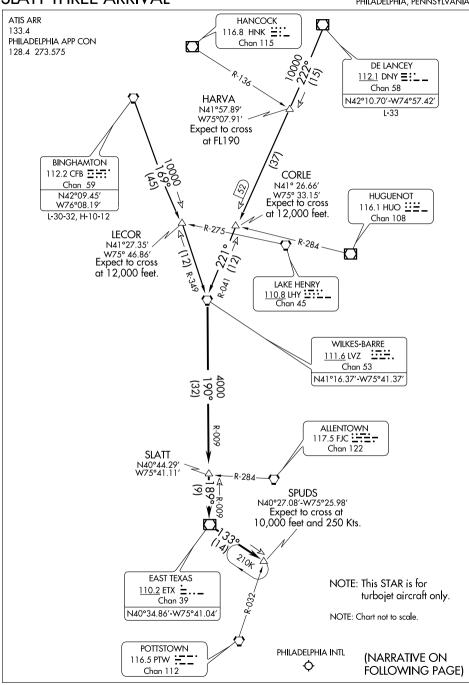






NE-4, 23 SEP 2010 to 21 OCT 2010

## SLATT THREE ARRIVAL



# SLATT THREE ARRIVAL (LVZ.SLATT3) 07354

PHILADELPHIA, PENNSYLVANIA PHILADELPHIA INTL (LVZ.SLATT3) 07354 SLATT THREE ARRIVAL

PHILADELPHIA INTL PHILADELPHIA, PENNSYLVANIA

VE-4, 23 SEP 2010 to 21 OCT 2010

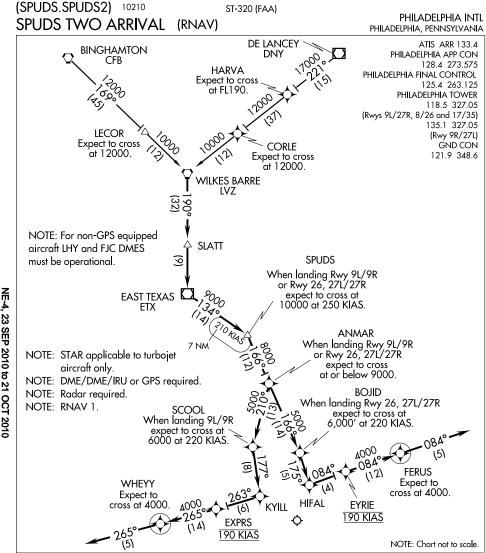
#### ARRIVAL ROUTE DESCRIPTION

BINGHAMTON TRANSITION (CFB.SLATT3): From over CFB VORTAC via CFB R-169 to LECOR INT, then via LVZ R-349 to LVZ VORTAC. Thence . . . . DELANCEY TRANSITION (DNY.SLATT3): From over DNY VOR/DME via DNY R-222 to HARVA INT, then via DNY R-222 to CORLE INT, then via LVZ R-041 to LVZ VORTAC. Thence . . . .

. . . . From over LVZ VORTAC via LVZ R-190 and ETX R-009 to SLATT INT, then via ETX R-009 to ETX VOR/DME, then via ETX R-133 to SPUDS INT. Expect radar vectors to final approach course.

NE-4, 23 SEP 2010 to 21 OCT 2010

PHILADELPHIA, PENNSYLVANIA PHILADELPHIA INTL



BINGHAMTON TRANSITION (CFB.SPUDS2): DE LANCEY TRANSITION (DNY.SPUDS2):

.... From LVC VORTAC on track 190° to SLATT, then on track 190° to ETX VOR/DME, then on track 134° to SPUDS, then on track 166° to ANMAR then:

LANDING RWYS 26, 27L/27R: Then on track 166° to BOJID, then on track 175° to HIFAL, then via left turn on track 084° to EYRIE, then on track 084° to FERUS, depart FERUS heading

084°. Expect radar vectors to final approach course. LANDING RWY 9L/9R: Then on track 209° to SCOOL, then on track 177° to KYILL, then via right turn on track 263° to EXPRS, then on track 265° to WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.

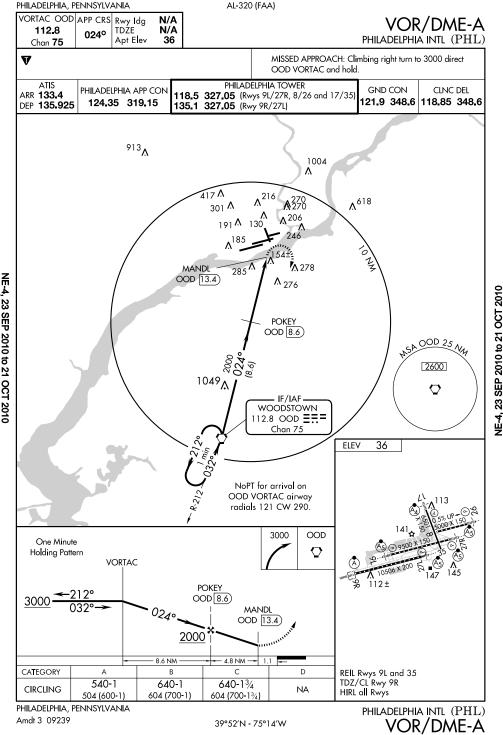
SPUDS TWO ARRIVAL (RNAV)

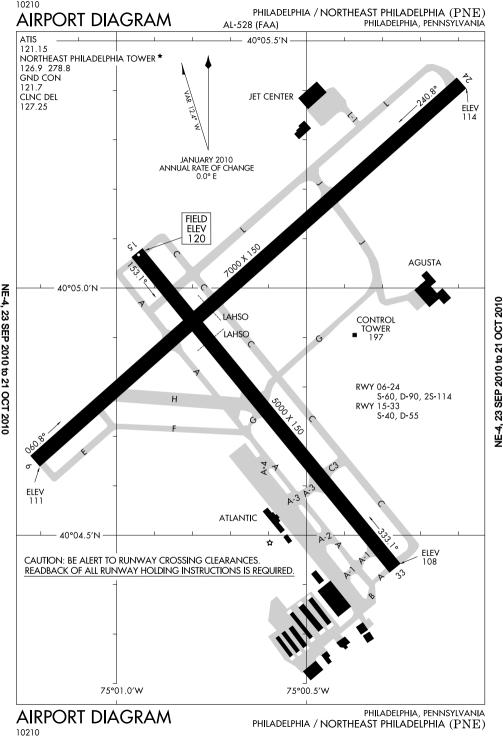
PHILADELPHIA, PENNSYLVANIA PHILADELPHIA INTL NE-4, 23 SEP 2010 to 21 OCT 2010

(TBRIG1.TBRIG) 10210 SL-320 (FAA) PHILADELPHIA INTL (PHL) TBRIG ONE DEPARTURE (RNAV) PHILADELPHIA, PENNSYLVANIA ATIS DEP 135,925 TAKE-OFF OBSTACLES: CLNC DEL 118.85 348.6 Rwy 27L: Multiple trees beginning 256' from DER, 282' GND CON right of centerline, up to 40' AGL/49' MSL. 121.9 348.6 PHILADELPHIA TOWER (Rwys 9L/27R, 8/26 and 17/35) 118.5 327.05 (Rwy 9R/27L) 135.1 327.05 PHILADELPHIA DEP CON (090°-269°) 119.75 269.25) 560 NOTE: For Turbojets only. NOTE: Radar required. NOTE: RNAV 1. **TBRIG** NOTE: DME/DME/IRU or GPS required. 4300 560 DITCH 14000 \*2100 DIGAA 9000 088° 9000 (25) 2100 NE-4, 23 SEP 2010 to 21 OCT 2010 ი92 NE-4, 23 SEP 2010 to 21 OCT 2010 (5) OLDMN **TWOOD** DUPONT 6000 DQO WOODSTOWN OOD TAKE-OFF MINIMUMS: Rwys 9R, 9L, 8, 17, 26, 35: NA - ATC. Rwys 27L, 27R: Standard with minimum climb of 500' per NM to 560, then ATC climb of 500' per NM to 4300. TEBEE Transition: ATC climb of 341' per NM to 6000 from TBRIG to TWOOD. **TEBEE** DITCH Transition: ATC climb of 415' per NM to 9000 from TBRIG to DIGAA. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 27L: Climb heading 265° to 560, then left turn direct TBRIG, thence... TAKE-OFF RUNWAY 27R: Climb heading 266° to 560, then left turn direct TBRIG, thence... ...Thence (Transition) maintain 10000. Expect clearance to filed altitude within 10 minutes after departure. DITCH TRANSITION (TBRIG1.DITCH): DUPONT TRANSITION (TBRIG1.DQO): TEBEE TRANSITION (TBRIG1.TEBEE):

TBRIG ONE DEPARTURE (RNAV) (TBRIG1.TBRIG) 10210

PHILADELPHIA, PENNSYLVANIA PHILADELPHIA INTL (PHL)





#### **PHILADELPHIA** NORTHEAST PHILADELPHIA (PNE) 10 NE UTC-5(-4DT) N40°04.92' W75°00.64'

15

B S4

120 R S4

NOTAM FILE PNE

2S-114 HIRL

RWY 06-24: H7000X150 (ASPH-GRVD) S-60, D-90.

RWY 06: REIL. PAPI(P4L)-GA 3.0° TCH 57', Trees. RWY 24: MALSR. PAPI(P4R)-GA 3.0° TCH 52'. Trees.

RWY 15-33: H5000X150 (ASPH-GRVD) S-40, D-55 RWY 15: REIL. PAPI(P4R)-GA 3.0° TCH 39'. Trees.

RWY 33: REIL, PAPI(P4R)—GA 3.0° TCH 39', Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING HOLD SHORT POINT DIST AVRI

RWY 24 15-33 4150

3600 RWY 33 06 - 24AIRPORT REMARKS: Attended continuously, Arpt CLOSED to Part 121 air

carrier and Part 135 scheduled service. Deer and birds on and invof arpt. Be alert for arpt vehicles when twr clsd. No military practice approaches without prior approval. TPA aircraft less than 12,500 lbs 1119(999), aircraft 12,500 lbs or more & all turbojet

and turbine powered aircraft 1619(1499), rotary wing aircraft 919(799). Turboiet aircraft are confined to full length Rwy 06-24 unless strong winds dictate otherwise. Rwy 15 is noise sensitive; unless winds are 110°-190° at 8 knots or more, this runway will not be assigned. Rwy 15 arrivals are requested to fly at or above glide path, Twys C and C3 to the AER 33 and Twy C3 restricted to design group 1

Rwy 06 and Rwy 15 and Rwy 24 and Rwy 33—CTAF. Ldg fee. U. S. Customs user fee arpt: 24 hr PPR notification by calling 215-698-3100. WEATHER DATA SOURCES: ASOS (215) 677-0146.

COMMUNICATIONS: CTAF 126.9 ATIS 121.15 UNICOM 122.95 NORTH PHILADELPHIA RCO 122.6 122.2 (WILLIAMSPORT RADIO)

PHILADELPHIA APP/DEP CON 123.8 CLNC DEL TF 800-354-9884 TOWER 126.9 (1100-0400Z±) GND CON 121.7 CLNC DEL 127.25

AIRSPACE: CLASS D svc effective 1100-0400Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

NORTH PHILADELPHIA (T) VOR 112.0 PNE N40°04.92′ W75°00.57′ at fld. NOTAM FILE PNE.

FUEL 100LL, JET A 0X 1, 3, 4 TPA—See Remarks LRA

MIRI

VOR unusable

061°-090° bvd 9 NM blo 6000' 246°-330° bvd 6 NM blo 6000′

091°-199° Class IA. (ILS unmonitored when tower closed). LOC backcourse unusable ILS 111.1 I-PNE Rwv 24.

and 2 acft only. When twr clsd HIRL Rwy 06-24 preset on medium ints; ACTIVATE MALSR Rwy 24 and PAPI

NEW YORK

IAP. AD

H-101, 12J, L-34G, A

215° 11.3 NM to fld. 300/10W.

WASHINGTON

15° left and right side of course. COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.

NOTAM FILE IPT

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′

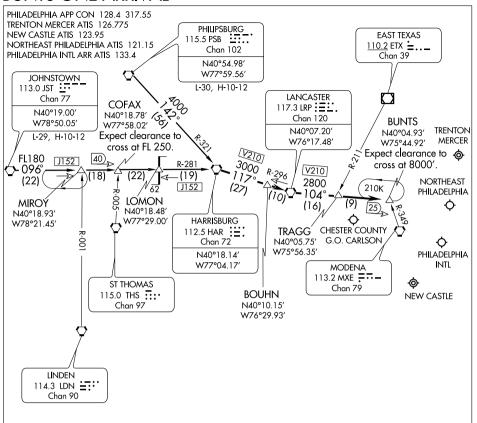
PENN'S LANDING HELIPORT (P72) 0 N UTC-5(-4DT) N39°56.24' W75°08.48'

FUEL JET A

HELIPAD H1: H68X68 (ASPH) PERIMETER LIGHTS (NSTD) HELIPORT REMARKS: Attended Mon-Fri 1300-2300Z‡. Sat 1300-2100Z‡. Sun on call. ACTIVATE NSTD perimeter lgts—123.025. Rwy H1 ingress 235°/315°, egress 055°/135°. Rwy H1 shallow surface depressions. Lgtd building 660' north of pad. Helipad H1 yellow lgts on east and south sides only. Ldg fee.

COMMUNICATIONS: CTAF 122.9 PHILADELPHIA CLNC DEL TF 800-354-9884.

# BUNTS ONE ARRIVAL



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

### <u>JOHNSTOWN TRANSITION (JST.BUNTS1):</u>

### PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

23 SEP 2010 to 21 OCT 2010

NE-4, 23 SEP 2010 to 21 OCT 2010

SEA ISLE 114.8 SIE :: ' Chan 95 N39°05.73′-W74°48.02′

### CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA PHILADELPHIA APP CON **◆**TRENTON MERCER 126.6 317.55 WILLOW GROVE PHILADELPHIA INTL ATIS NAS JRB ARR 133.4 0 CEDAR LAKE NORTHEAST PHILADELPHIA ATIS 115.2 VCN **∷:=**• TRENTON MERCER ATIS Chan 99 NORTHEAST N39°32.26′-W74°58.03′ CHESTER COUNTY PHILADELPHIA NAS WILLOW GROVE ATIS★ G.O. CARLSON 275.6 TURBOJET VERTICAL NAVAGATION PLANNING PHILADELPHIA NEW CASTLE ATIS INTL 123.95 INFORMATION Aircraft landing PHL expect ◈ to cross VCN at 8000'. R-121 1900 **NEW CASTLE** 301 1900 R-101 210K) 281° ≠∆ BRIGS WOODSTOWN (38)112.8 OOD **===** N39°31.41′ W74°08.33′ Chan 75 L-34 N39°38.16′-W75°18.18′ H-10-12

**RADDS** N38°38.91' W75°05.31′ SNOW HILL 112.4 SWL ::-Chan 71 N38°03.40′-W75°27.84′ L-36, H-10-12 NOTE: Chart not to scale. BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to

VCN VORTAC. Thence. SNOW HILL TRANSITION (SWL VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence.

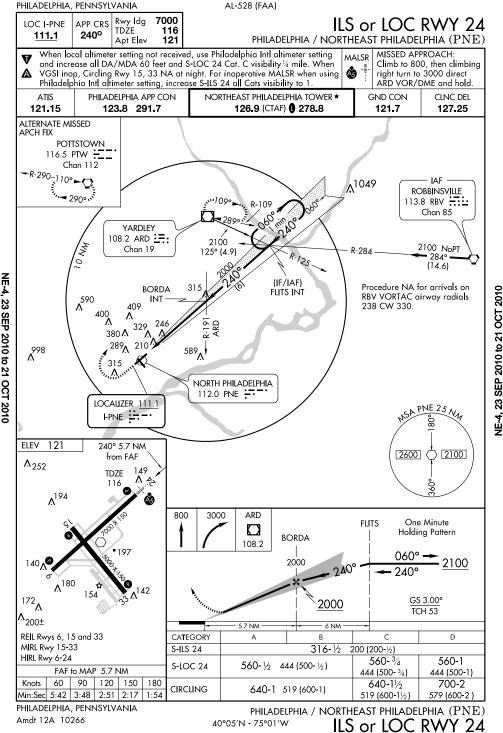
.From over VCN VORTAC:

Turbojets expect radar vectors to final approach course. Non-Turbojets continue via the VCN R-301 and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

# CEDAR LAKE EIGHT ARRIVAL

(HEDGE.DPNT4) 08101 ST-320 (FAA) )UR **ARRIVAL** PHILADELPHIA, PENNSYLVANIA 14.8 SIE ::: 15.2 VCN |::||-108.6 ACY =:=: SEA ISLE Chan 95 12.6 ATR CEDAR LAKE ATLANTIC CITY WATERLOO Chan 99 Chan 73 **IRENTON** Chan 23 PHILADELPHIA NORTHEAST 11.4 ENO ::-SMYRNA Chan 51 112.4 SWL :=: R-270 -SNOW HILL PHILADELPHIA Chan 71 R-276 WILLOW GROVE R-265 -**LAVIGATION PLANNING** 8.34b Expect clearance to cross 0 N38°41.67′-W76°01.37′ **FURBOJET VERTICAL INFORMATION** (8) 510K (23) at 13,000' GARED 961 <u>-</u>-114.0 DQO ==:--| Chan 87 (E1) CHESTER COUNTY Ó NAVIGATION PLANNING G.O. CARLSON at 10,000' and 250 Kts. Expect clearing to cross 439°26.73'-W75°38.00' W75°40.68' N39°03.67" **TURBOJET VERTICAL** DUPONT CANNY **NFORWATION** E (4) (6) N38°53.54′ W75°50.24′ HEDGE NE-4, 23 SEP 2010 to 21 OCT 2010 · 000 000p From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 085° (35) FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to 17.6 PXT ===== BAL ::: Chan 98 .34-36, H-10-12 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . BALTIMORE W76°24.01′ N38°17.27′ PATUXENT Chan 123 OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . 115.1 BAL INT. Expect radar vectors to final approach course prior to TERRI INT. NAVIGATION PLANNING N38°42.35′-W76°44.68′ Expect clearing to cross N38°51.29′-W76°01.41 TURBOJET VERTICAL 0000 NOTINGHAM INFORMATION at 15,000'. Chan 84 13.7 OTT **IAYBO** . 090 18,000 9 NOTE: Chart not to scale. TURBOJET AIRCRAFT only NOTE: PXT transition as assigned N38°00.81′-W78°09.18′ N37°31.71′-W77°49.69′ Chan 80 NORTHEAST PHILADELPHIA ATIS NOTE: STAR applicable to L 34-36, H 10-12 GORDONSVILLE : : NAS WILLOW GROVE ATIS ★ Chan 103 HEDGE INT. Thence. . . L-36, H-10-12 by ATC only. 15.6 GVE FLAT ROCK 13.3 FAK PHILADELPHIA APP CON PHILADELPHIA INTL ATIS TRENTON MERCER ATIS 126.6 317.55 ARR 133.4 126.775 121.15 PHILADELPHIA, RRIVAI **PENNSYLVANIA** 

NE-4, 23 SEP 2010 to 21 OCT 2010



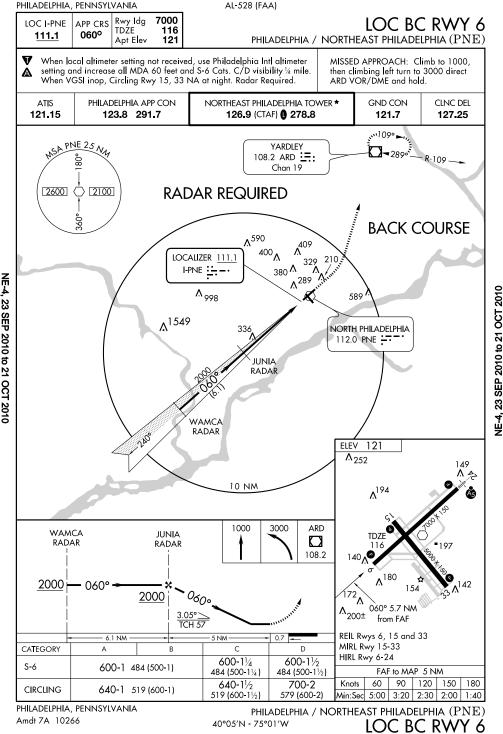
#### LAND AND HOLD SHORT OPERATIONS (LAHSO)

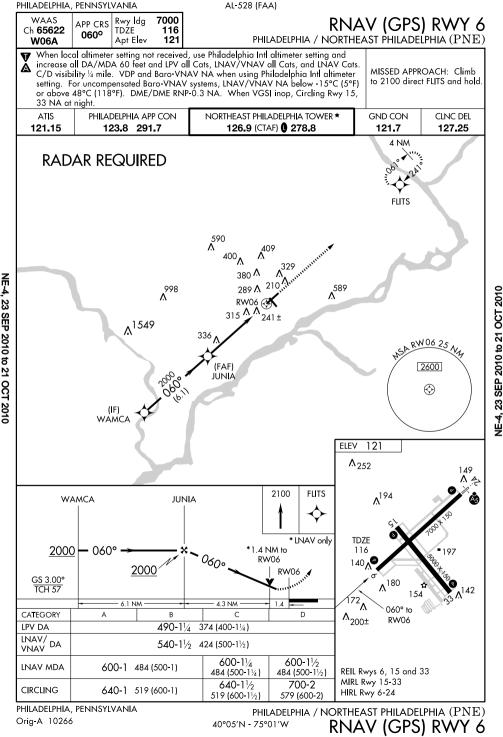
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

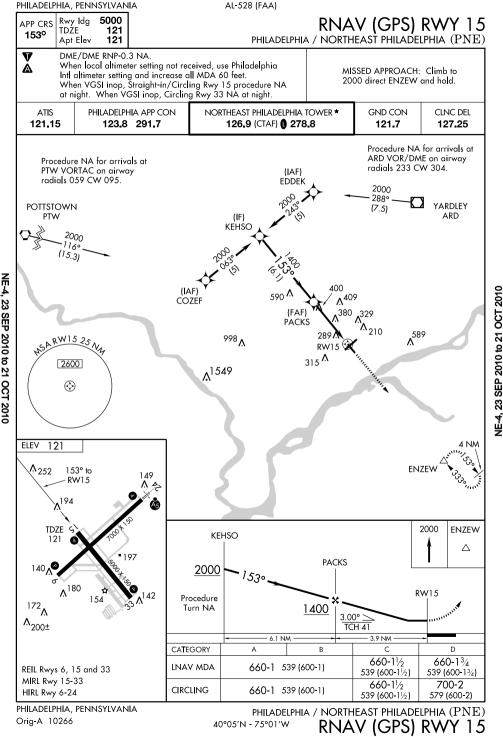
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

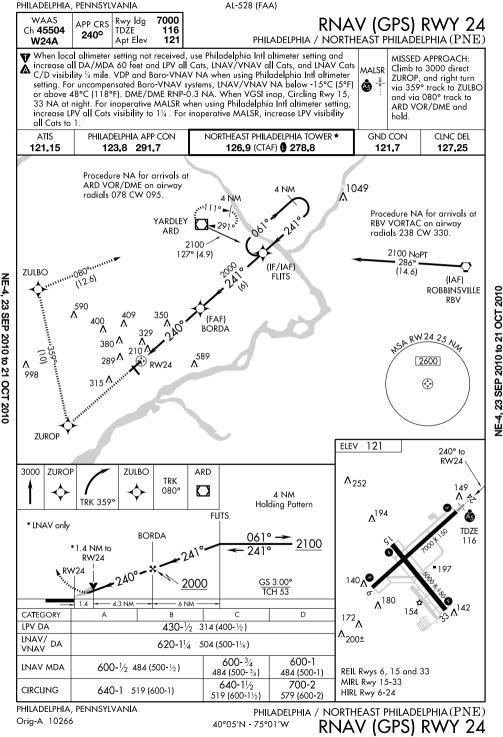
The Aeronautical information Manual Contains Sp	pecific details	on noid-short operations and	u markings.
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA LANCASTER (LNS)	26	13-31	5.190 feet
PHILADELPHIA, PA NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
PHILADELPHIA, PA	33	06-24	3,600 feet
PHILADELPHIA INTL (PHL)	09L 17	17-35 09L-27R	7,350 feet 4,400 feet
PITTSBURGH, PA			,
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA READING RGNL/CARL A. SPAATZ			
FIELD (RDG)	13 18	18-36 13-31	5,200 feet 3,050 feet
WILKES-BARRE/SCRANTON, PA	10	15-51	3,030 1881
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

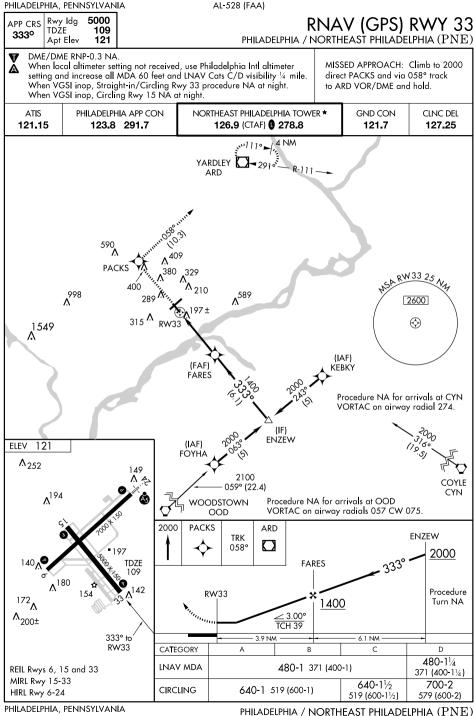
23 SEP 2010 to 21 OCT 2010



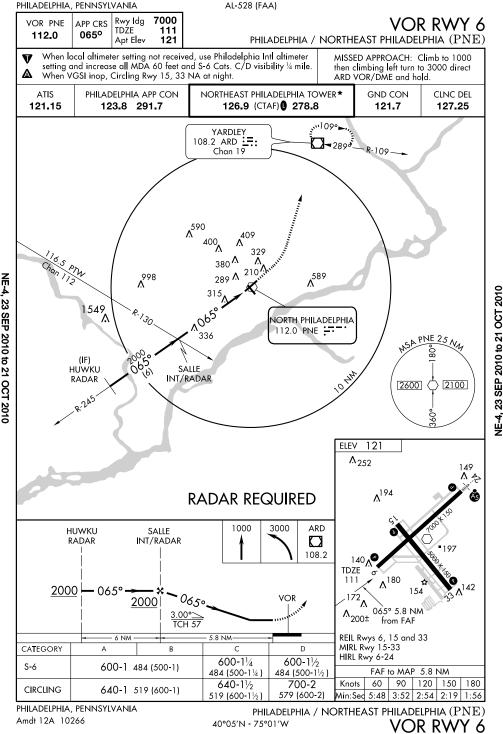


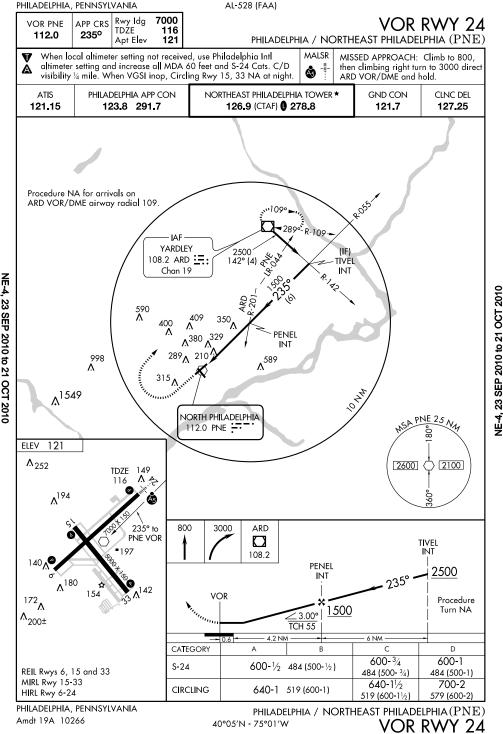






NE-4, 23 SEP 2010 to 21 OCT 2010





PENNSYLVANIA

FUEL 100LL, JET A OX 1, 2

RWY 06: REIL, PAPI(P2L)—GA 3.0° TCH 40', Thid dspicd 177'.

AIRPORT REMARKS: Attended 1100-0500Z‡. For svc after hrs. ctc

above, call 215-646-0400. Noise abatement Rwy 06 and

Rwy 06 and Rwy 24 and REIL Rwy 06 and Rwy 24-CTAF.

609-405-1283. Deer and large flocks of geese on and invof

24-No turns after tkf before 1000 ft AGL. Avoid overflight of

schools east and west of arpt, ACTIVATE MIRL Rwv 06-24, PAPI

arpt. PPR all acft exceeding 12.500 lbs max tkf gross weight or

UTC-5(-4DT)

MIRL

N40°08.25′ W75°15.91′

TPA-1502(1200)

0.6% up SW

WEATHER DATA SOURCES: AWOS-3 118.925 (215) 646-1068. COMMUNICATIONS: CTAF/UNICOM 123.0 (R) PHILADELPHIA APP/DEP CON 126.85 **CLNC DEL** 118.55 TF 800-354-9884

3 NW

RWY 24: REIL, PAPI(P2L)—GA 3.0° TCH 40', Tree.

RWY 06-24: H3700X75 (ASPH) S-12.5

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08'

252

WINGS FLD

302 B

Trees.

S4

W75°40.25' 064° 22.9 NM to fld. 474/09W. HIWAS. AMBLER NDB (MHW) 275 ING N40°07.56' W75°17.11'

1.2 NM to fld. OTS indef.

PHILADELPHIA SPB

(See ESSINGTON)

PHILIPSBURG N40°54.98′ W77°59.56′ NOTAM FILE AOO.

(H) VORTAC 115.5 PSB Chan 102

RCO 122.1R 115.5T (ALTOONA RADIO)

RCO N40°53.00′ W78°05.23′. 122.6 122.5 (ALTOONA RADIO)

PHILIPSBURG

ALBERT (1N3) 5 N UTC-5(-4DT) N40°58.29′ W78°14.57′ NOTAM FILE AOO

RWY 11-29: 3350X125 (TURF-GRVL) RWY 11: Trees. RWY 29: Thid dspled 205', Sign.

AIRPORT REMARKS: Unattended. Arpt CLOSED Nov-Mar annually. Birds, deer and ground hogs on and invof arpt. Ultralight ops on and invof arpt. Rwy 11-29 edges marked with yellow barrels. Rwy 11 and Rwy 29 dsplcd thld

marked with red barrels. COMMUNICATIONS: CTAF 122.9

1.0% up NE

unmonitored.

RWY 06: Trees.

MID-STATE (PSB) 8 E UTC-5(-4DT) N40°53.06′ W78°05.24′

1948 B NOTAM FILE AOO RWY 16-34: H5711X100 (ASPH) S-48, D-60, 2D-90 RWY 16: MALSR. Trees. RWY 34: Trees. RWY 06-24: H5006X100 (ASPH) S-48, D-60, 2D-90

AIRPORT REMARKS: Attended 1330-2200Z±. Deer on and invof arpt. Heavy glider activity during dalgt hrs, all altitudes, within 15 NM E and S of arpt. ACTIVATE MIRL Rwy 06-24 and Rwy 16-34, MALSR Rwv 16, and VASI Rwv 24-CTAF.

**COMMUNICATIONS: CTAF 122.9** PHILIPSBURG RCO 122.1R 115.5T (ALTOONA RADIO) PHILIPSBURG RCO 122.6 122.5 (ALTOONA RADIO)

NEW YORK CENTER APP/DEP CON 134.8 RADIO AIDS TO NAVIGATION: NOTAM FILE ACC PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

W77°59.56′ 256°4.7 NM to fld. 2440/10W. PORTS NDB (LOM) 275 PS N40°59.17′ W78°08.55′ NM to fld. Unmonitored. I-PSB LOM PORTS NDB. ILS ILS 108.5 Rwy 16.

WEATHER DATA SOURCES: AWOS-3 127.525 (814) 343-4531.

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NOTAM FILE LOM

256°4.7 NM to Mid-State. 2440/10W.

0.5% up NW

C3

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03 C3 7

MIRL

MIRI

RWY 24: VASI(VGR)-GA 3.0° TCH 55'. Trees.

DETROIT H-10H, 12I, L-30I DETROIT

NEW YORK

L-34G, A

IAP

DETROIT

IAP

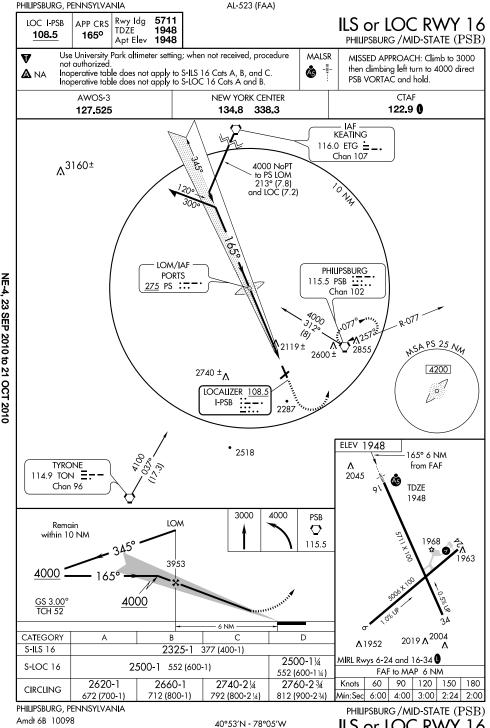
H-10H, 12I, L-30I

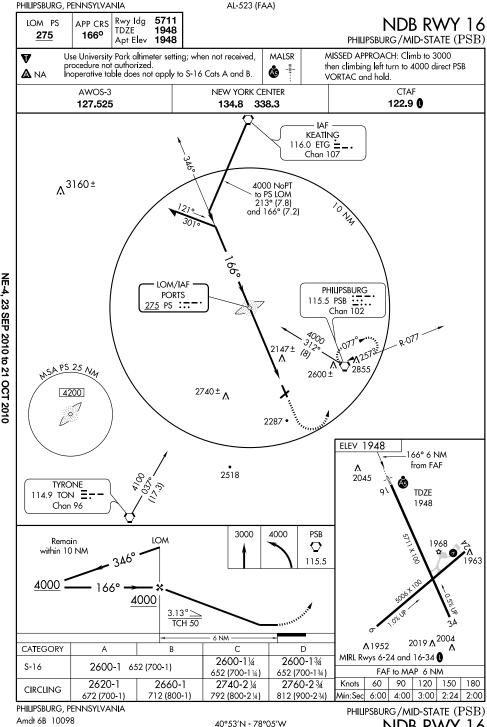
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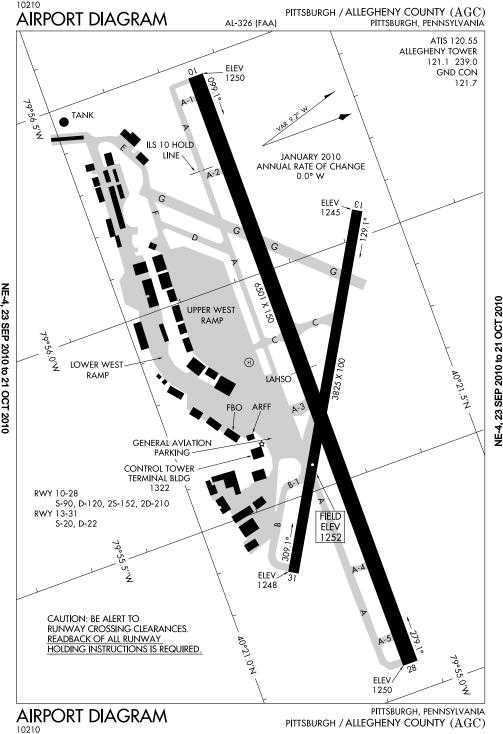
03 3A





NDB RW

PHILIPSBURG, PENNSYLVANIA AL-523 (FAA) VORTAC PSB 5006 Rwy Idg VOR RWY 24 APP CRS TDŹE 1917 115.5 257° PHILIPSBURG/MID-STATE (PSB) Apt Elev 1948 Chan 102 v Use University Park altimeter setting; when not received, MISSED APPROACH: Climbing right turn procedure not authorized. Inoperative table does not apply. 🛕 NA to 4000 direct PSB VORTAC and hold. CTAF AWOS-3 **NEW YORK CENTER** 122.9 0 127,525 134.8 338,3 R-077 2600± 2855 NE-4, 23 SEP 2010 to 21 OCT 2010 IAF 2740 ± **PHILIPSBURG** 115.5 PSB :--: Chan 102 2287 2518 Λ<sup>2898</sup> 10 NM SA PSB 25 NA **ELEV** 1948 ۸ 4200 2045  $\Diamond$ 257° 4.4 NM from FAF 1968 4 4000 **PSB** VORTAC Remain  $\bigcirc$ within 10 NM 115.5 **TDZE** 1917 4000 3600 VGSI and descent 3.52° <u>∠</u> 3.32 TCH 50 angles not coincident. 2019 A<sup>200</sup>4 **∆**1952 4.4 NM -CATEGORY С D Α MIRL Rwys 6-24 and 16-34 ( 2840-23/4 2840-3 S-24 2840-11/4 923 (900-11/4) FAF to MAP 4.4 NM 923 (900-234) 923 (900-3) Knots 90 120 150 180 2840-23/4 2840-3 CIRCLING 2840-11/4 892 (900-11/4) 4:24 2:56 2:12 1:46 1:28 892 (900-234) 892 (900-3) PHILIPSBURG, PENNSYLVANIA PHILIPSBURG / MID-STATE (PSB) Amdt 15B 10098



(AGC) 4 SE UTC-5(-4DT) N40°21,26′ W79°55,81′ DETROIT H-10H, 12I, L-29C FUEL 100LL, JET A OX 1, 2, 3, 4 LRA NOTAM FILE AGC RWY 10-28: H6501X150 (CONC-GRVD) S-90, D-120, 2S-152, 2D-210 IAP. AD Rwy 13-31: 3825 X 100 €3 Helipad H1: 47 X 45

Residential

6501 X 150

253

L-30J

NEW YORK

Residential

Area

RWY 10 13-31 AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt, Uneven payement intersection Rwys 10-28 and Twy G. Rwy 28 touchdown visual range avbl. Rwy 28 runway visual range OTS

LANDING

S4

RWY 28: MALSR. Trees.

RWY 13: RFII Pole LAND AND HOLD SHORT OPERATIONS

RWY 10: REIL, VASI(V4L)-GA 3.0°TCH 47', Trees.

RWY 13-31: H3825X100 (CONC-GRVD) S-20, D-22

HOLD SHORT POINT

**PITTSBURGH** ALLEGHENY CO

> DIST AVRI 3250

HIRI

indef. Ldg fee for acft 5000 lbs and aby to include all helicopters. WEATHER DATA SOURCES: ASOS (412) 466-8968. HIWAS 110.0 AGC.

COMMUNICATIONS: ATIS 120.55 UNICOM 122.95 RCO 122.1R 110.0T (ALTOONA RADIO) RCO 122.4 122.2 (ALTOONA RADIO) (R) PITTSBURGH APP/DEP CON 119.35 TOWER 121.1 GND CON 121.7 RADIO AIDS TO NAVIGATION: NOTAM FILE AGC

(L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′

RWY 31. RFII Trees

VOR unusable 036°-059° beyond 10 NM below 7000' 226°-261° bvd 10 NM. McKEESPORT NDB (HW) 287 MKP N40°21.31′ W79°46.86′ 277° 6.8 NM to fld. IL\$ 109.1 I-AGC Rwv 28.

HELIPAD H1: H47X45 (CONC)

ILS 109.1 I-SA0

057° 6.8 NM to fld. 1290/09W. HIWAS.

HELIPORT REMARKS: Heliport H1 located on general aviation apron E of Twv C.

Rwv 10. Class IE. Unmonitored.

(AGC5.AGC) 09239 SL-326 (FAA) PITTSBURGH/ALLEGHENY COUNTY(AGC) ALLEGHENY FIVE DEPARTURE PITTSBURGH, PENNSYLVANIA ATIS 120.55 ALLEGHENY GND CON **ERIE** 121.7 CLARION 109.4 ERI :- • ALLEGHENY TOWER 112.9 CIP ... Chan 31 121.1 239.0 Chan 76 N42°01.04′-W80°17.56′ PITTSBURGH DEP CON N41° 08.78′-W79°27.48′ I-30, H-10 119.35 YOUNGSTOWN I-30. H-10-12 ASOS 109.0 YNG =:-Chan 27 **AKRON** N41°19.86′-W80°40.48′ FRANKLIN 114.4 ACO :---109.6 FKL :: -: Chan 91 L-30. H-10 BRIGGS N41°06.47 112.4 BSV .... N41°26.32′ W81°12.09' W79°51.41 Chan 71 L-30, H-10 L-30, H-10 N40°44 44'-W81°25 93' ELLWOOD CITY I-29, H-10 **TYRONE** 115.8 EWC :--114.9 TON =. Chan 105 WHEELING Chan 96 N40°49.50′-W80°12.69′ 112.2 HLG ::::: N40° 44.11 L-29, H-10 W78°19.88′ Chan 59 N40°15.59′-W80°34.12′ L-30 MONTOUR 1-29 112.0 MMJ TIVERTON Chan 57 116.5 TVT -**HOMFF** N40°29.29′-W80°11.63′ Chan 112 N40°30.61′ DIINE N40°27.48′-W82°07.61′ L-29 W79°24.21′ N40°28.08′ L-29 1-29 W80°52.54' R-276-R-092 REVLOC 110.6 REC : BELLAIRE Chan 43 117.1 AIR : ■. N40°32.79 ALLEGHENY Chan 118 W78°44.82' 110.0 AGC =--. N40°01.02′-W80°49.04′ 1-29 Chan 37 L-29. H-10-12 N40°16.72′-W80°02.45′ **BURGS** L-29 N39°41.91' NEWCOMERSTOWN **JOHNSTOWN** W80°35.19′ 111.8 CTW =:-113.0 JST :--L-29, H-10-12 Chan 55 Chan 77 N40°13.75′-W81°28.59′ N40°19.00′ W78°50.05′ L-29, H-10 CLARKSBURG L-29. H-10-12 112.6 CKB =:= Chan 73 MORGANTOWN N39°15.19′ 111.6 MGW ==-W80°16.07' **PARKERSBURG** Chan 53 L-29 108.6 JPU :==-N39°33.40′-W79°51.62′ Chan 23 L-29. H-10-12 N39°26.47′-W81°22.49′ L-29 **ELKINS** 114.2 EKN ::-Chan 89 NOTE: RADAR Required. N38°54.87′-W80°05.96′ L-29, H-10-12 TAKE-OFF MINIMUMS:

# (NARRATIVE ON FOLLOWING PAGE) ALLEGHENY FIVE DEPARTURE

RWY 10, 13, 28, 31: STANDARD.

NE-4, 23 SEP 2010 to 21 OCT 2010

PITTSBURGH, PENNSYLVANIA

V

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 099° to 1700, thence. . . . TAKE-OFF RUNWAY 13: Climb heading 129° to 1700, thence. . . . TAKE-OFF RUNWAY 28: Climb heading 279° to 1700, thence. . . . TAKE-OFF RUNWAY 31: Climb heading 309° to 1700, thence. . . .

. . expect radar vectors to filed/assigned route and/or depicted fix. All aircraft cleared as filed, climb and maintain 3000 feet. Expect further clearance to filed altitude 10 minutes after departure.

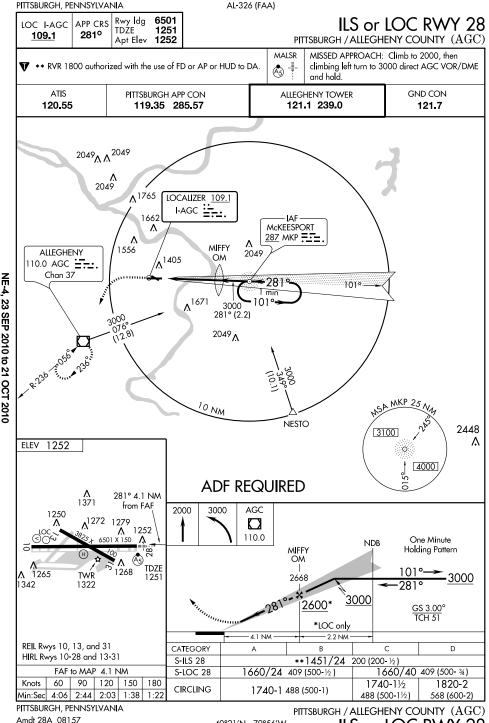
# TAKE-OFF OBSTACLES:

Tree 3783' from DER, 713' left of centerline, 69' AGL/1352' MSL. Rwy 13, Vehicle 73' from DER, 412' right of centerline, 15' AGL/1254' MSL. Trees beginning 385' from DER, 120' right of centerline,

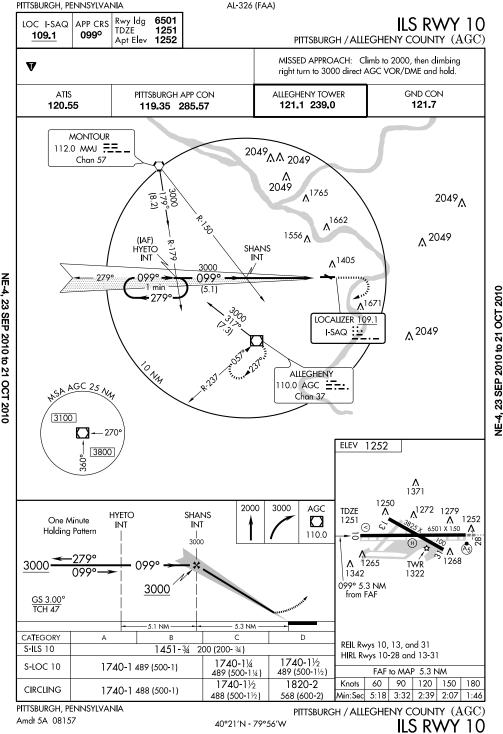
up to 40' AGL/1268' MSL.

Rwy 31, Pole 265' from DER, 298' right of centerline, 49' AGL/1263' MSL.

Rwy 10, Vehicle 91' from DER, 492' right of centerline, 15' AGL/1254' MSL.



ILS or LOC RW



### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

The Actoridation information Mariadi contains s	poomo actano	on noid onon operations an	a maningo.
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ			
FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

(NESTO.NESTO2) 02164 **NESTO TWO ARRIVAL** PITTSBURGH, PENNSYLVANIA ST-570 (FAA)

## ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence.... ....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after

**NESTO INT.** ....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct

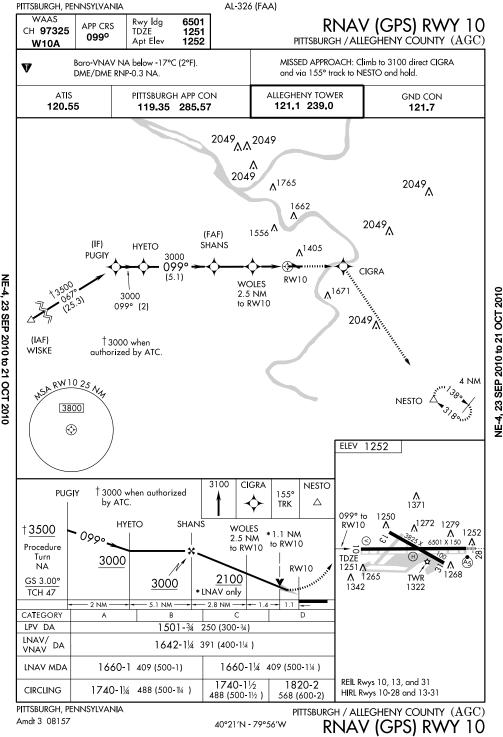
AGC airport. EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct

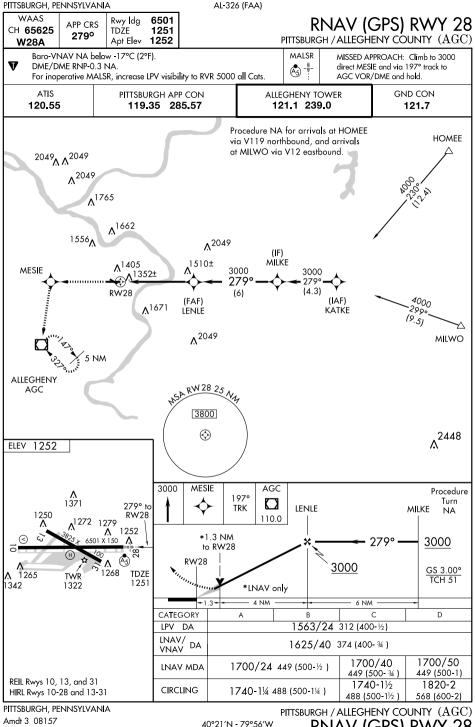
AGC airport. ....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

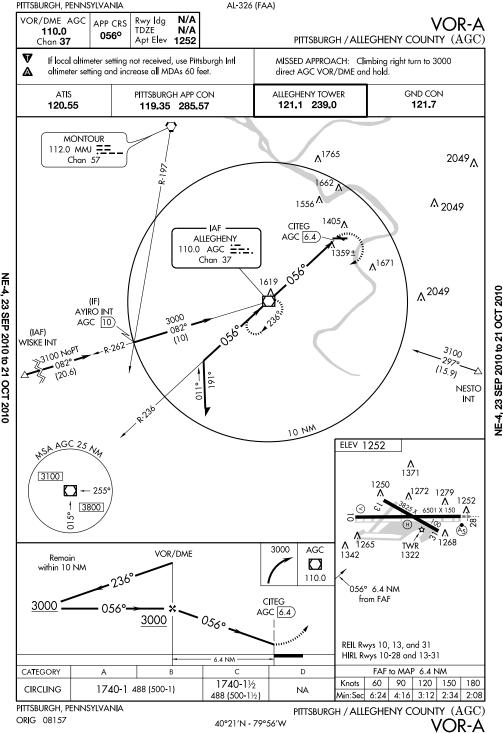
**NESTO TWO ARRIVAL** (NESTO.NESTO2) 02164

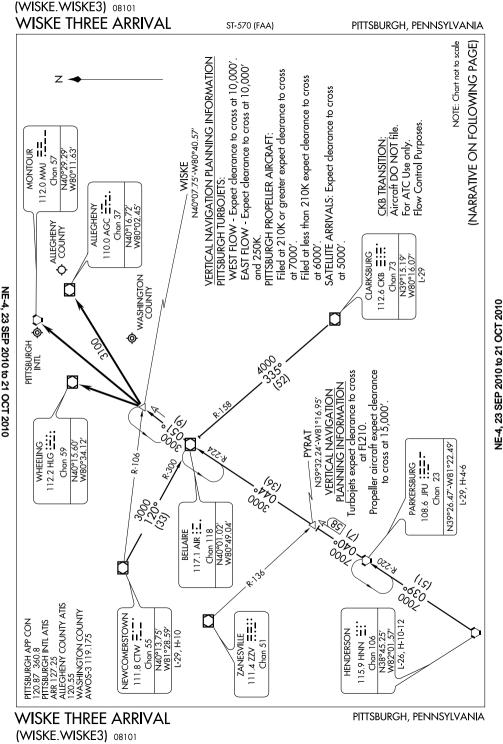
NE-4, 23 SEP 2010 to 21 OCT 2010





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23 SEP 2010 to 21 OCT 2010

# ARRIVAL DESCRIPTION

ST-570 (FAA)

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT.

R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

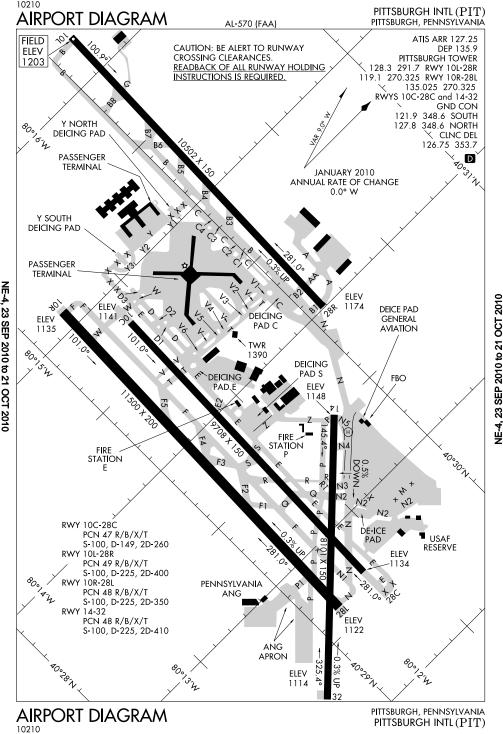
AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . . NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT.

Thence. . . .

PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:

For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT. For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County. For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.



12 NW

FIIFI 100LL IFT A LRA

RWY 10R-28L: H11500X200 (CONC-GRVD) S-100, D-225, 2D-350

LITC-5(-4DT)

(PIT)

PITTSRIIRGH INTI

R S2

#### RWY 10R: ALSE2 TD7L PAPI(P4L)-GA 3 0° TCH 52' Trees Rwv 10C-28C: 9708 X 1.50 RWY 28L: MALSR, TDZL, PAPI(P4L)—GA 3.0° TCH 70'. Rwy 14-32: 8101 X 150 0.3% un Trace Helipad H1: 60 X 60 RWY 101-28R: H10502X150 (ASPH-CONC-GRVD) S-100 D-225 PCN 49 R/B/X/T HIRL RWY 10L: ALSF2, TDZL, PAPI(P4L)-GA 3.0° TCH 75', Trees. 10502 X 150■ I RWY 28R: MALSR, TDZL, PAPI(P4L)—GA 3.0° TCH 73'. 0.3% up.

N40°29 49' W80°13 97'

NOTAM FILE PIT

PCN 48 R/B/X/T

Class L ARFF Index D

IDA-9708

prior to applying takeoff power, Rwy 10C and Rwy 28C departures; do not apply tkf thrust prior to rwy thld. Rwy 32 NSTD precision instrument markings—TDZ markings missing at 3000', Rwy 10R touchdown, midfield and rollout runway visual range avbl. Rwy 28L touchdown, midfield and rollout rwy visual range avbl. Rwy 10L touchdown, midfield and rollout rwy visual range avbl. Rwy 28R touchdown, midfield and rollout rwy visual range avbl. Rwy 14 touchdown, midfield and rollout rwy visual range avbl. Rwy 32 touchdown, midfield and rollout rwy visual range avbl. Rwy 10C touchdown, midfield and rollout rwy visual range avbl. Rwy 28C touchdown, midfield and rollout rwy visual range avbl. Twy F clsd indef from Twy P to Rwy 32. Twy Y clsd indef, access to commuter apron avbl via Twy Y1 and Twy Y2. Acft using Twy N prohibited to stop on overpass area due to possible

DETROIT

IAP. AD

H-10H 12I I-29C

RWY 10C-28C: H9708X150 (ASPH-CONC-GRVD) 2D-260 PCN 47 R/B/X/T HIRI RWY 10C: REIL, PAPI(P4L)-GA 3.0° TCH 51'. RWY 28C: TDZL, PAPI (P4L)-GA 3.0° TCH 50', Trees. RWY 14-32: H8101X150 (CONC-GRVD) S-100, D-225, 2D-410 PCN 48 R/B/X/T HIRI CI RWY 14: PAPI(P4L)-GA 3.0° TCH 60', Pole. 0.5% down RWY 32: MALS, TDZL, PAPI(P4L)—GA 3.0° TCH 72', Trees. 0.3% up.

RIINWAY DECLARED DISTANCE INFORMATION-RWY 10L: TORA-10502 TODA-10502 ASDA-10502 LDA-10502 RWY 10C: TORA-9708 TODA-9708 ASDA-9708 LDA-9708 RWY 10R: TORA-11500 TODA-11500 ASDA-11500 LDA-11500

RWY 14: TORA-8101

TODA-8101 ASDA-8101 LDA-8101 RWY 28L: TORA-11500 TODA-11500 ASDA-11500 LDA-11500 RWY 28C: TORA-9708 TODA-9708 ASDA-9708 RWY 28R: TORA-10502 TODA-10502 ASDA-10102 LDA-10102

RWY 32: TORA-8101 TODA-8101 ASDA-8101 IDA-8101 AIRPORT REMARKS: Attended continuously, Deer and birds on and invof arpt PAEW adjacent all rwys, Rwy 10L ALSF2 and SSALR is a dual mode system and controlled by twr and remote monitored. Twr is authorized to taxi acft into position and hold on Rwy 28L at Twy 'P' during hrs of darkness. The specific rwy shall be used only for departures and the intersection must be visible from twr. All jets departing Rwy 28R must be aligned with rwy

emergency evacuation hazard. Terminal taxilanes east of concourses A and B restricted to group 3 acft and smaller. Twy G intersection at Rwy 10L-28R right turn not allowed. Ldg fee. NOTE: See Special Notices—Intersection Departures During Period of Darkness, and Continuous Power Facilities... WEATHER DATA SOURCES: ASOS (412) 472-0145. TDWR. COMMUNICATIONS: D-ATIS ARR 127.25 D-ATIS DEP 135.9 UNICOM 122.95

MONTOUR RCO 122.1R 112.0T (ALTOONA RADIO) R APP CON 124.15 (001°-090°) 123.95 (091°-180°) 133.7 (181°-270°) 121.25 (271°-360°) TOWER 119.1 (Rwy 10R-28L) 128.3 (Rwy 10L-28R) 135.025 (Rwys 10C-28C and 14-32)

CLNC DEL 126.75 PRE-TAXI CLNC 126.75 GND CON 121.9 (South) 127.8 (North) (R) DEP CON 119.35 (South) 124.75 (North) 125.275

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE PIT.

MONTOUR (L) VORTAC 112.0 MMJ Chan 57 N40°29.29' W80°11.63' 284° 1.8 NM to fld. 1200/08W.

ILS 111.7 I-LXB Rwy 10L.

Class IIIE. ILS 108.9 I-GUT Rwy 10R. Class IIIE.

ILS 111.3 I-TQW Rwy 32. Class IE. ILS 111.7 I-HFE Rwv 28R.

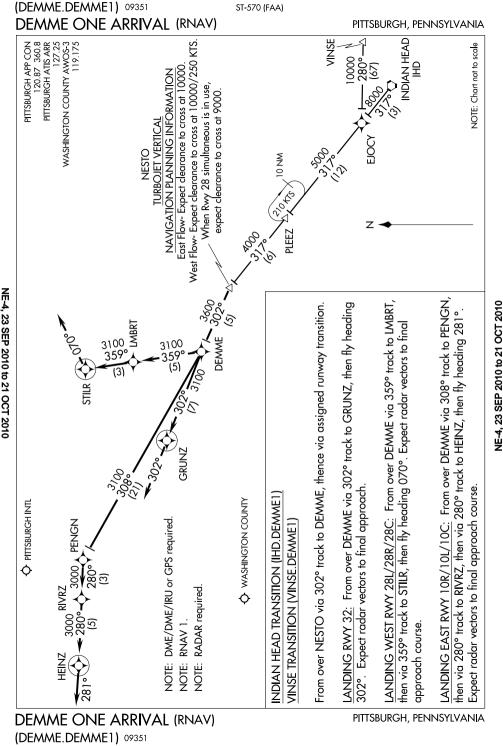
I-PFS Rwy 28L. ILS 108.9 Class IT. ASR COMM/NAV/WEATHER REMARKS: Terminal apron control frequencies are 130.77 for north apron; 131.37 for south apron.

HELIPAD H1: H60X60 (CONC) HELIPORT REMARKS: Heliport H1 located on Twy 'N' north of Twy 'N4'

(CUTTA.CUTTA2) 10154 CUTTA TWO ARRIVAL ST-570 (FAA) PITTSBURGH, PENNSYLVANIA PITTSBURGH APP CON YOUNGSTOWN **CUTTA** 121.25 337.4 109.0 YNG =:-N40°52.58′-W80°38.59′ BEAVER COUNTY ATIS TURBOJET VERTICAL NAVIGATION 118.35 Chan 27 PITTSBURGH INTL ATIS PLANNING INFORMATION N41°19 86' APR 127.25 W80°40.48' PIT WEST FLOW: **BUTLER COUNTY/** Expect clearance to cross at 10,000' L-30, H-10 KW SCHOLTER FIELD PIT EAST FLOW: AWOS-3 133.825 Expect clearance to cross at 10,000' and at 250 KTS 3000 **ELLWOOD CITY** 115.8 EWC :--=. **AKRON** Chan 105 114.4 ACO :--N40°49.50′ Chan 91 W80°12.69' N41°06.47' W81°12.09' L-30, H-10 V40 3000 R-182 081 HADJI (37) BUTLER COUNTY/ **BEAVER** N40°47.08′ NE-4, 23 SEP 2010 to 21 OCT 2010 COUNTY K W SCHOLTER W80°38.22' LOCALIZER 109.3 COLUMBIANA COUNTY I-BVI **∷**::: **BRIGGS** 112.4 BSV .... Chan 71 PITTSBURGH INTL N40°44.44' W81°25.93' L-29, H-10 NOTE: The BSV transition is for low altitude MONTOUR use of 8000 feet and below. 112.0 MMJ == Chan 57 N40°29.29′-W80°11.63′ NOTE: Chart not to scale. AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . . BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . . YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . . . . . From over CUTTA INT:

PIT arrivals expect radar vectors. BVI (EAST FLOW) direct HADJI (WEST FLOW) direct EWC

BTP and 02G direct EWC



**ONF** 

**ARRIVAL** 

(RNAV)

PITTSBURGH, PENNSYLVANIA

BUTLER COUNTY/ • K. W. SCHOLTER FIELD

BUTLER COUNTY/K. W. SCHOLTER FIELD

118.35

ARR 127.25

PITTSBURGH INTL ATIS

AWOS-3 133.825

**ELLWOOD CITY** 

115.8 EWC :-- .

Chan 105

N40°49.50′

W80°12.69'

COLUMBIANA COUNTY

PITTSBURGH INTL ©

MONTOUR

112.0 MMJ ==

Chan 57

N40° 29.29′-W80° 11.63′

**BEAVER** COUNTY O

NE-4, 23 SEP 2010 to 21 OCT 2010

**REVLOC** 

Chan 43

JOHNSTOWN 113.0 JST :--

Chan 77

NOTE: Chart not to scale.

110.6 REC :

expect clearance to cross at 7000'. All Aircraft Landing Satellite Airports: Expect clearance to cross at 5000'.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

**GRACE** N40°51.41′- W79°48.48.04′

VERTICAL NAVIGATION PLANNING INFORMATION:

Turbojets Landing PIT: Expect

clearance to cross at 10000' and 250 K. Non-Turbojets Landing PIT: Aircraft filed

at 210 knots or greater expect clearance to

cross at 8000'. Aircraft filed less than 210K

FRANKLIN

CLARION

112.9 CIP ....

Chan 76 N41°08.78′

W79°27.48' L-30, H-10-12

**EARED** 

N40° 57.54'

W79°40.81′

P.300

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

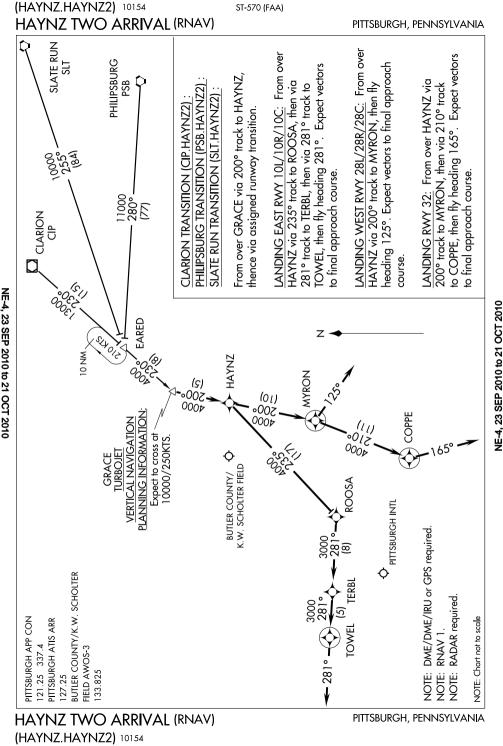
Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT. Direct EWC, direct Beaver County.

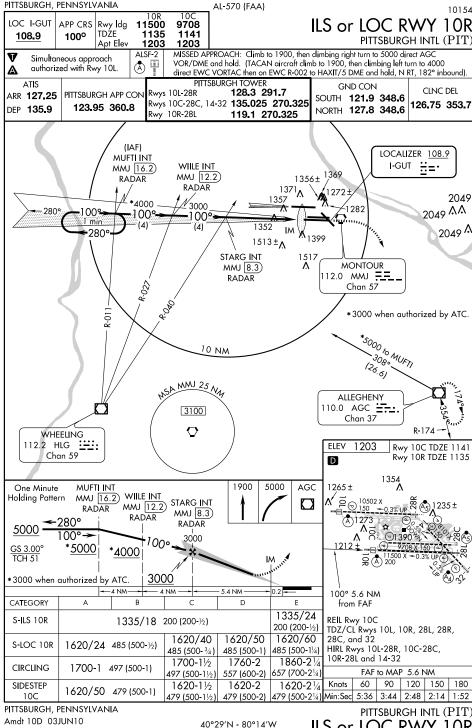
Direct EWC, direct Bulter County/K. W. Scholter Field. Direct EWC, direct Columbiana County.

**GRACE THREE ARRIVAL** 

PITTSBURGH, PENNSYLVANIA

(GRACE.GRACE3) 10154

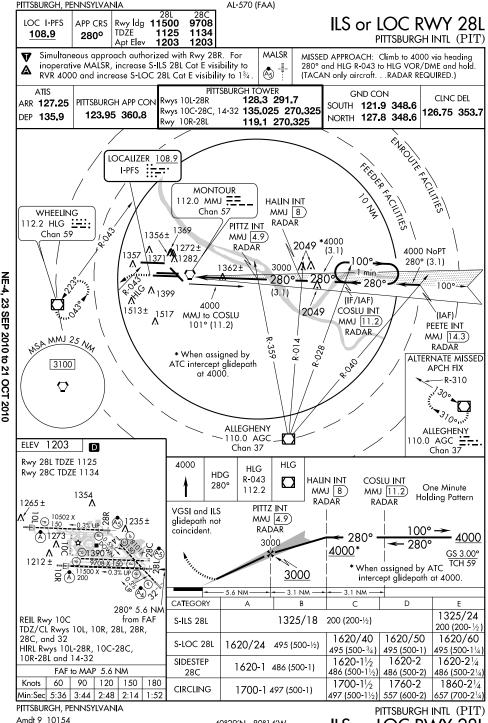




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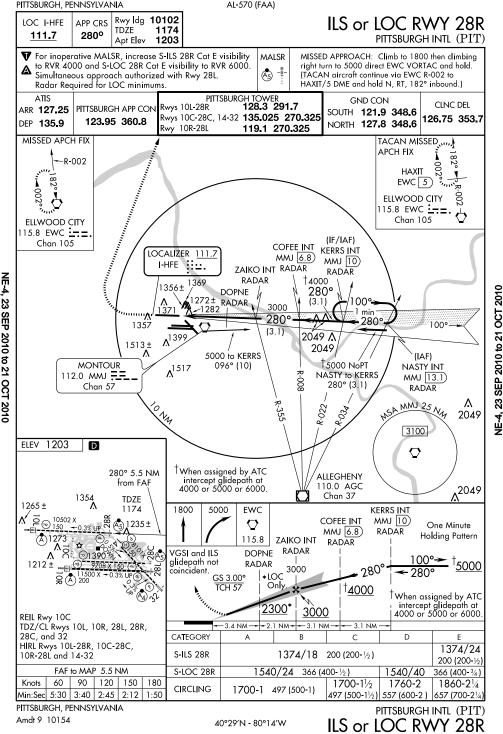
23 SEP 2010 to 21 OCT 2010

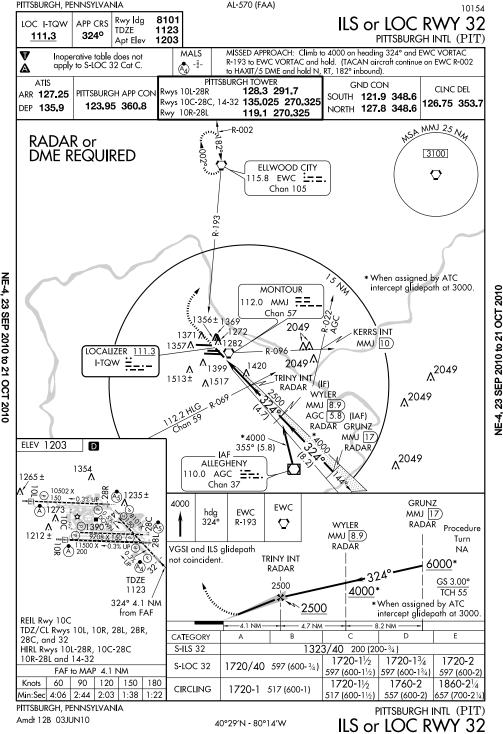
ILS or LOC RW

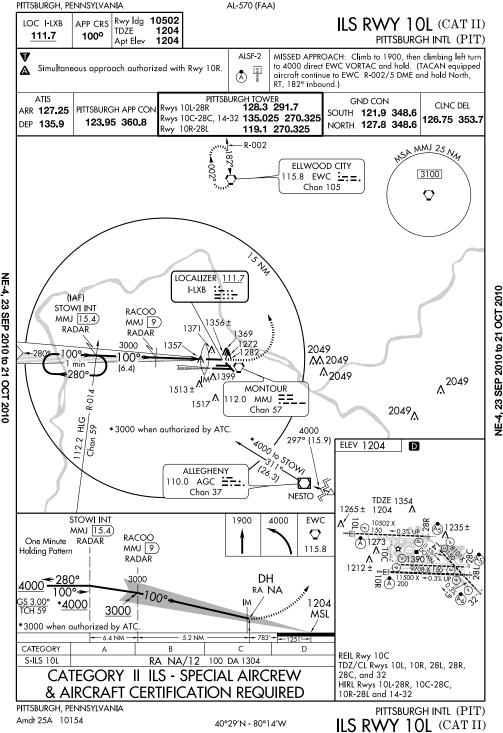


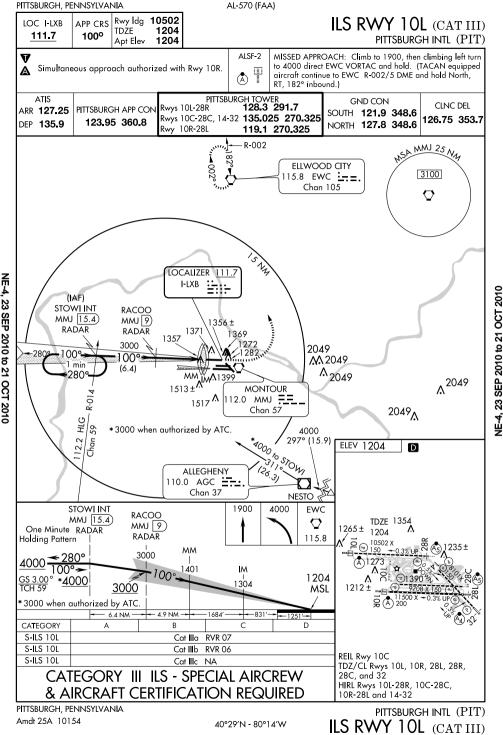
40°29'N - 80°14'W

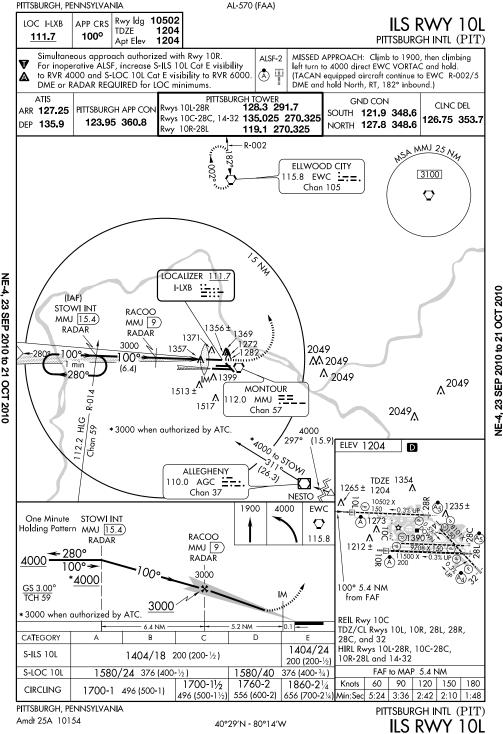
ILS or LOC RWY 28L

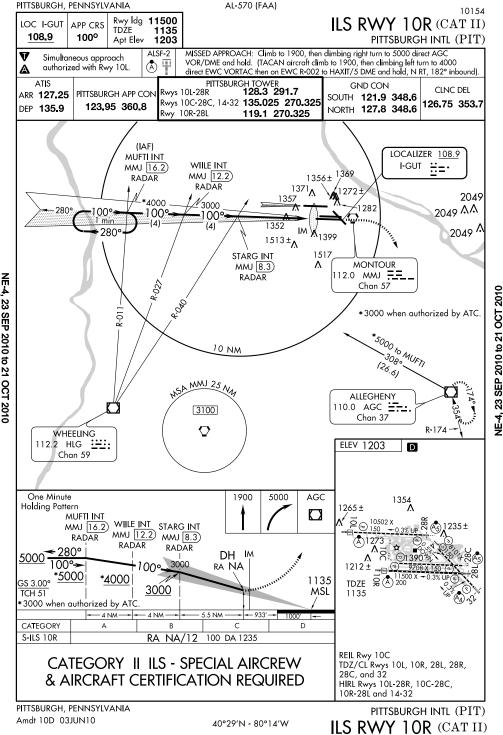


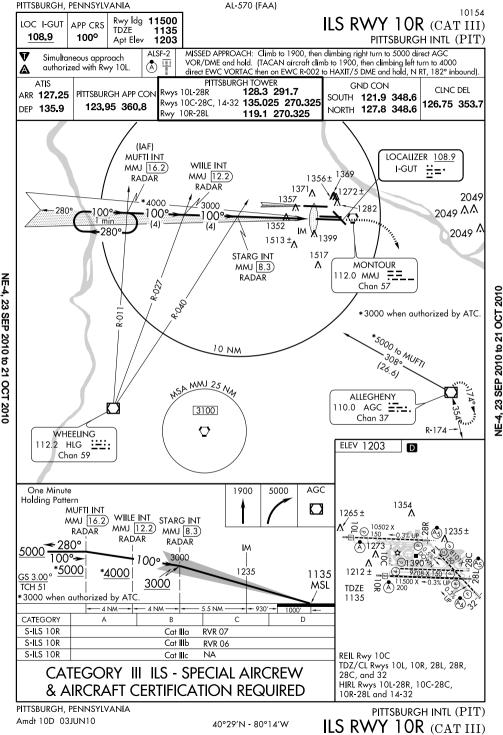


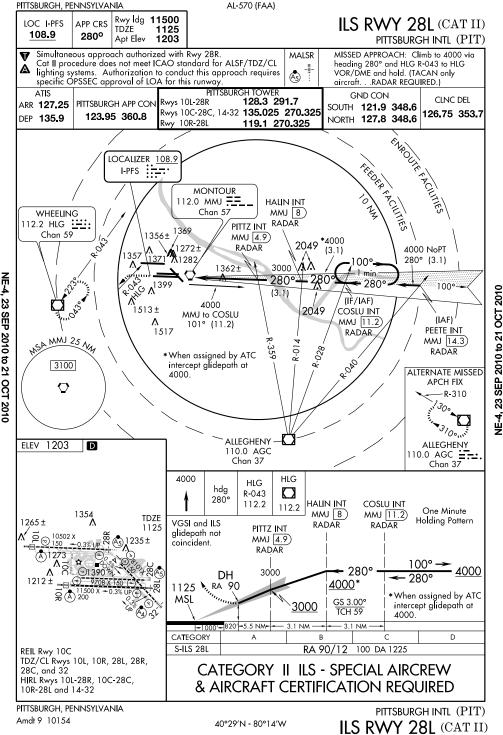


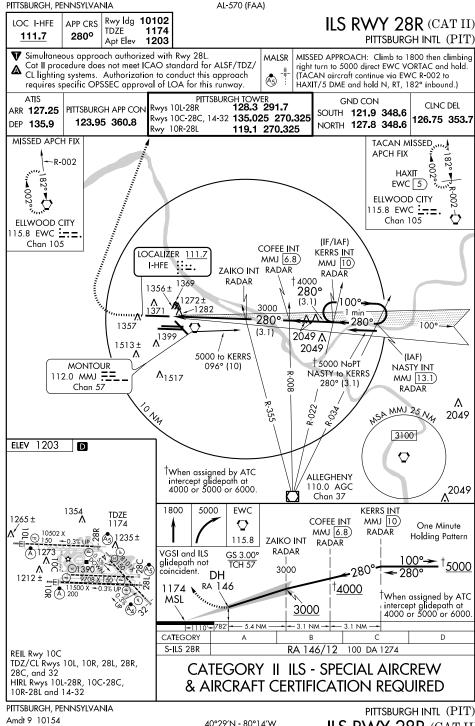






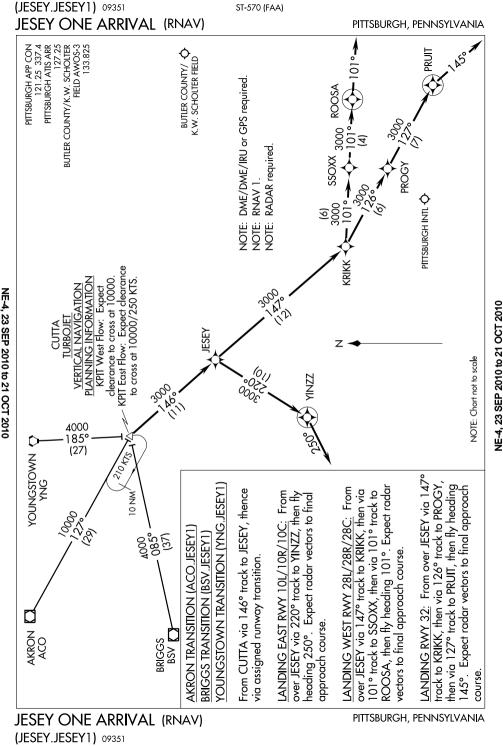






NE-4, 23 SEP 2010 to 21 OCT 2010

NE-4, 23 SEP 2010 to 21 OCT 2010



(NESTO.NESTO2) 02164 **NESTO TWO ARRIVAL** PITTSBURGH, PENNSYLVANIA ST-570 (FAA)

### ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence.... ....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after

**NESTO INT.** ....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct

AGC airport. EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct

AGC airport. ....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

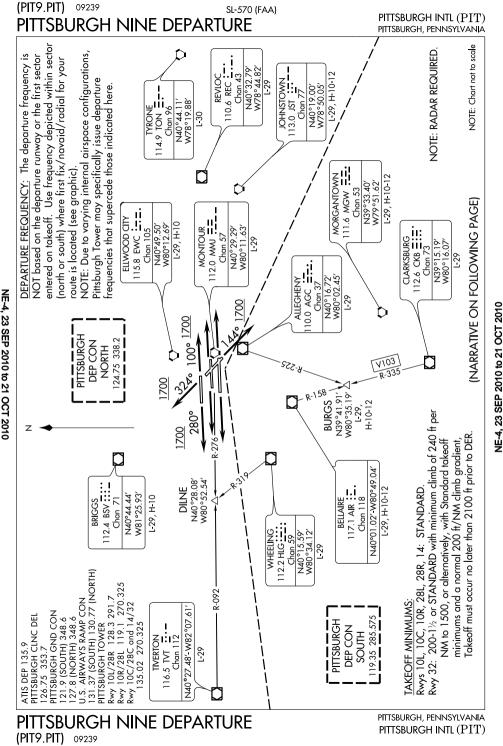
...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

**NESTO TWO ARRIVAL** (NESTO.NESTO2) 02164

NE-4, 23 SEP 2010 to 21 OCT 2010

PITTSBURGH, PENNSYLVANIA

NE-4, 23 SEP 2010 to 21 OCT 2010



# PITTSBURGH NINE DEPARTURE

# V

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L, 10C, 10R: Climb heading 100° until leaving 1700 thence. . . . TAKEOFF RUNWAY 28L, 28C, 28R: Climb heading 280° until leaving 1700 thence. . . .

SL-570 (FAA)

TAKEOFF RUNWAY 14: Climb heading 144° until leaving 1700 thence. . . . TAKEOFF RUNWAY 32: Climb heading 324° until leaving 1700 thence. . . .

. . . . make no turns until assigned by ATC or vectored to appropriate depicted fix. JETS: Maintain 5000 or requested altitude if lower.

ALL OTHERS: Maintain 4000 or requested altitude if lower.

Expect further clearance to requested altitude 10 minutes after departure.

# TAKEOFF OBSTACLES:

NE-4, 23 SEP 2010 to 21 OCT 2010

Rwy 10L: Tree 1387' from DER, 733' left of centerline, 59' AGL/1233' MSL. Rod on OL tower 4168' from DER, 910' left of centerline, 112' AGL/1282' MSL.

Tower 4175' from DER, 864' left of centerline, 112' AGL/1282' MSL.

Tree 1463' from DER, 672' left of centerline, 38' AGL/1212' MSL. Rwy 10C: Multiple trees beginning 3207' from DER, 461' left of centerline, up to 29'

AGL/1263' MSL.

Rwy 10R: Multiple trees beginning 1082' from DER, 102' right of centerline, up to 66' AGL/1265' MSL.

OL on monitor pole 4590' from DER, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from DER, 1138' left of centerline, 55' AGL/1241' MSL.

Rwy 14: Tree 968' from DER, 516' right of centerline, 44' AGL/1158' MSL.

Rwy 28L: Tree 2272' from DER, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from DER, 498' left of centerline, 9' AGL/1144' MSL.

Rwy 28R: Tree 1810' from DER, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from DER, 477' right of centerline, 12' AGL/1215' MSL.

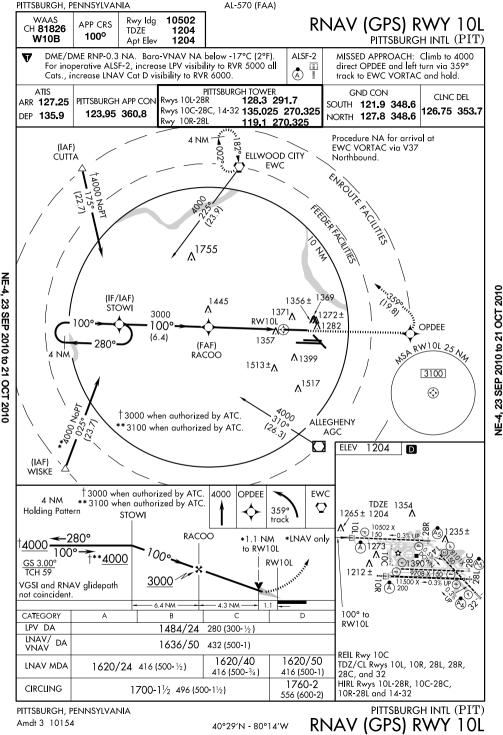
Pole 465' from DER, 633' left of centerline, 20' AGL/1233' MSL.

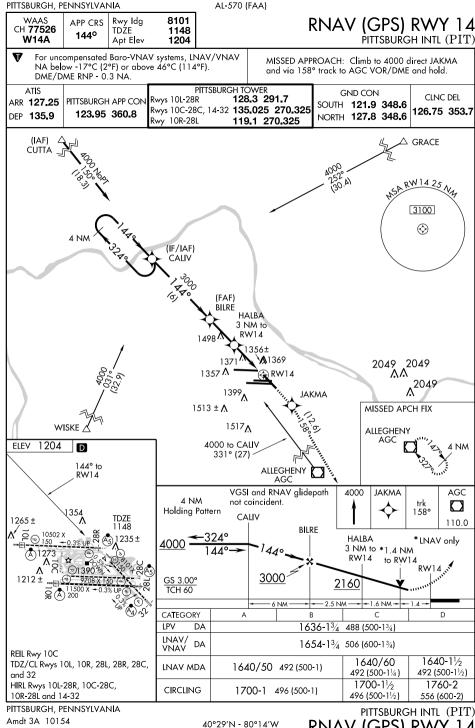
Rwy 32: Antenna on OL tower 1.1 NM from DER, 435' left of centerline, 105' AGL/1354' MSL. Tower 1.1 NM from DER, 497' left of centerline, 96' AGL/1342' MSL.

LT on pole 454' from DER, 515' right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from DER, 1108' right of centerline, up to 61' AGL/1312' MSL.

Tree 6074' from DER, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from DER, 1108' right of centerline, 74' AGL/1233' MSL.

Tree 2480' from DER, 1118' right of centerline, 33' AGL/1212' MSL.

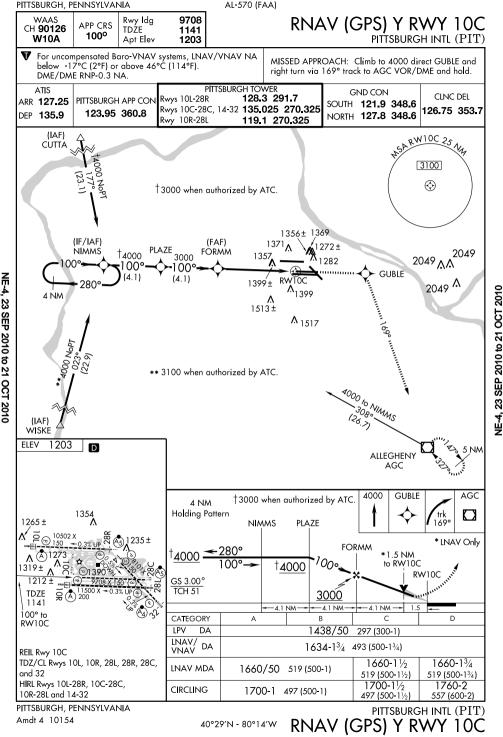


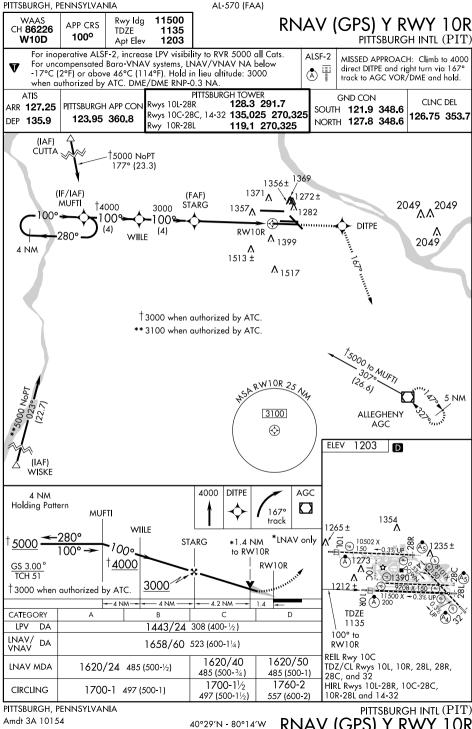


23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RW

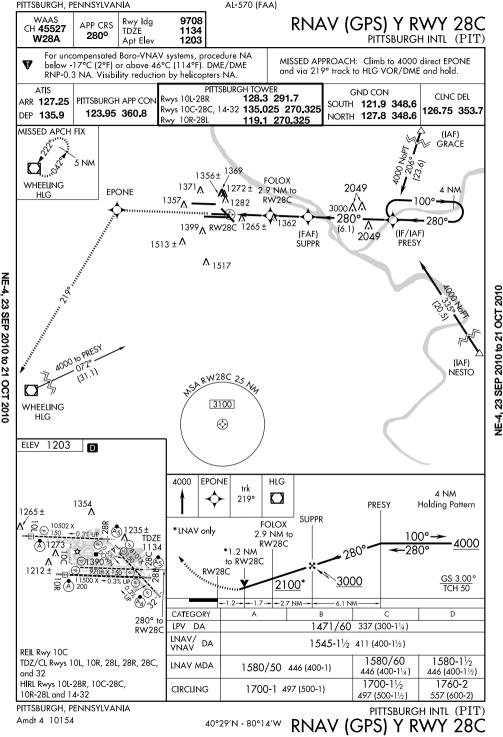
VE-4, 23 SEP 2010 to 21 OCT 2010

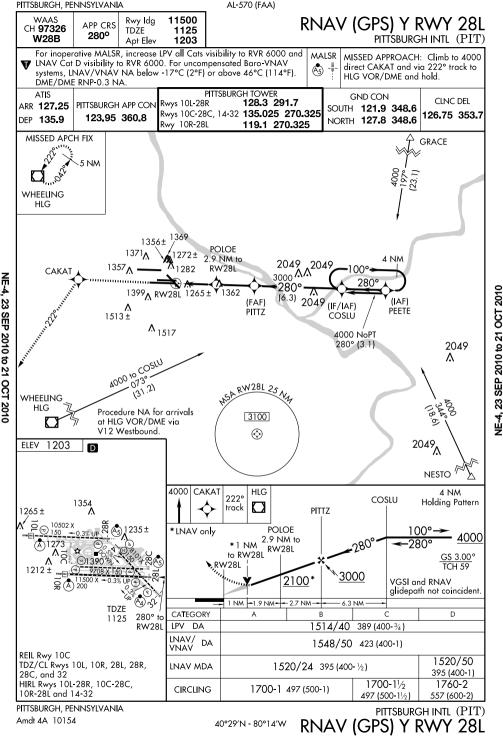


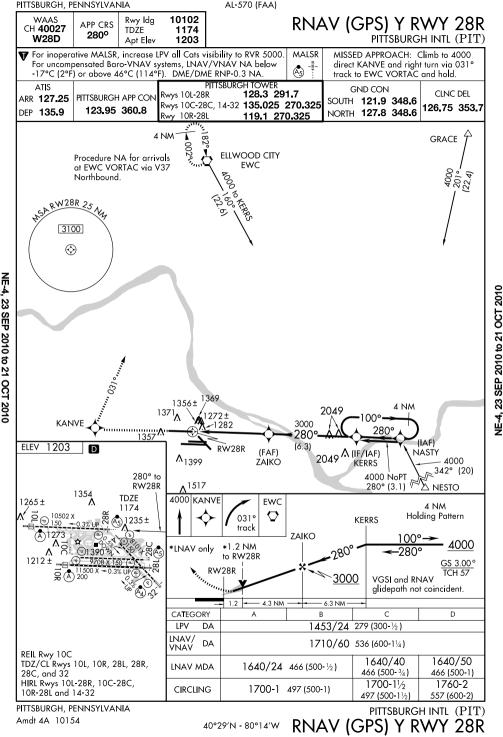


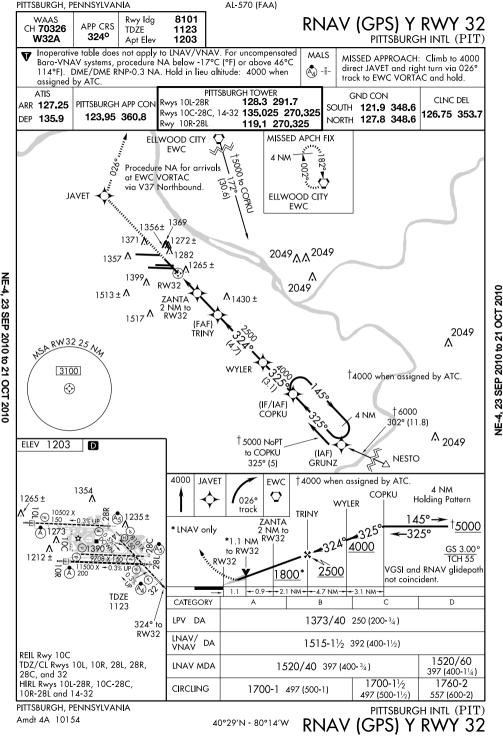
NE-4, 23 SEP 2010 to 21 OCT 2010

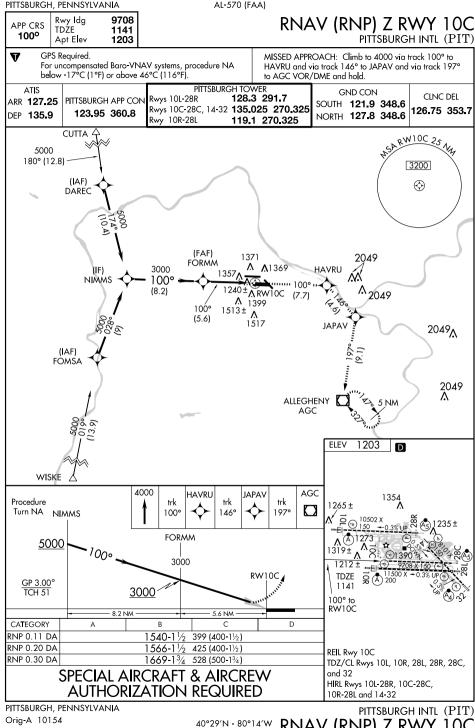
NE-4, 23 SEP 2010 to 21 OCT 2010





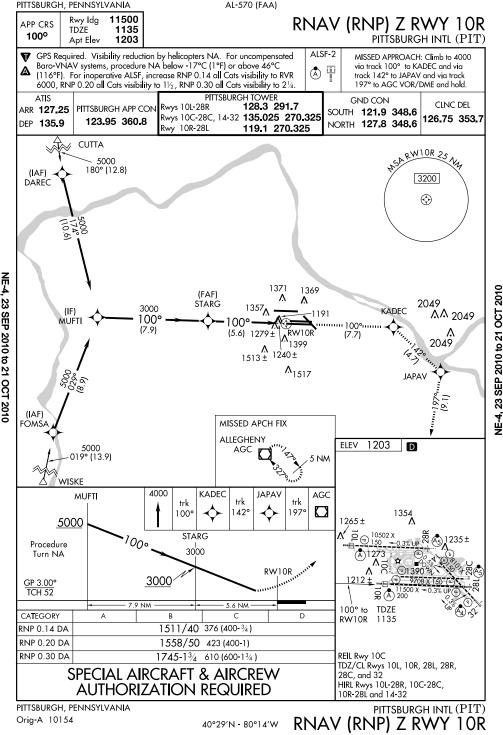


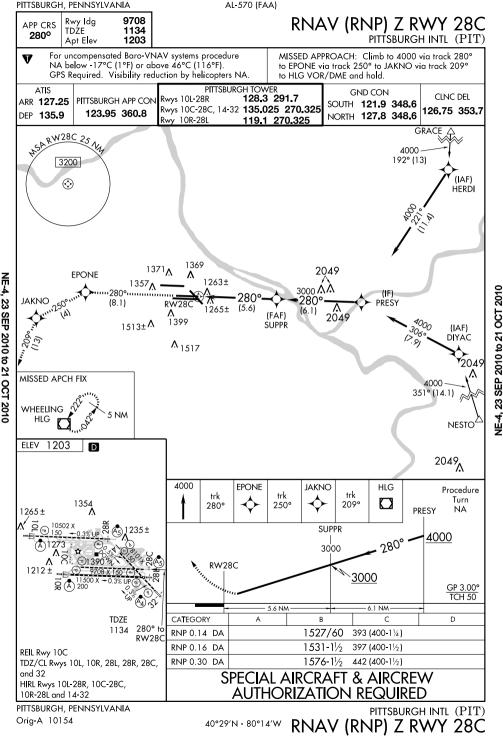


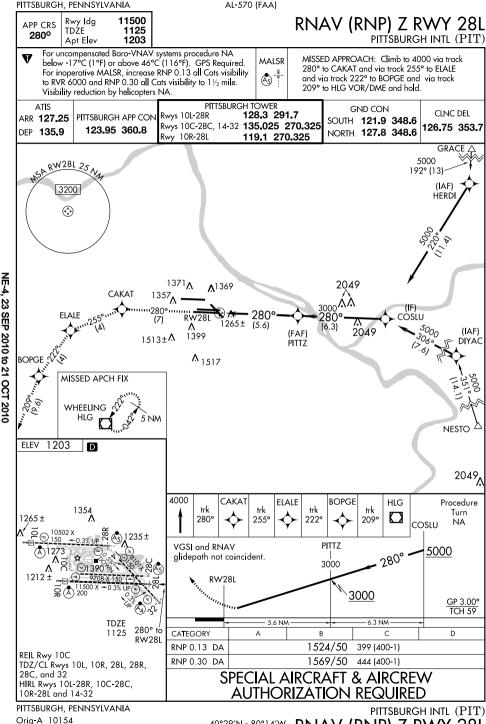


NE-4, 23 SEP 2010 to 21 OCT 2010

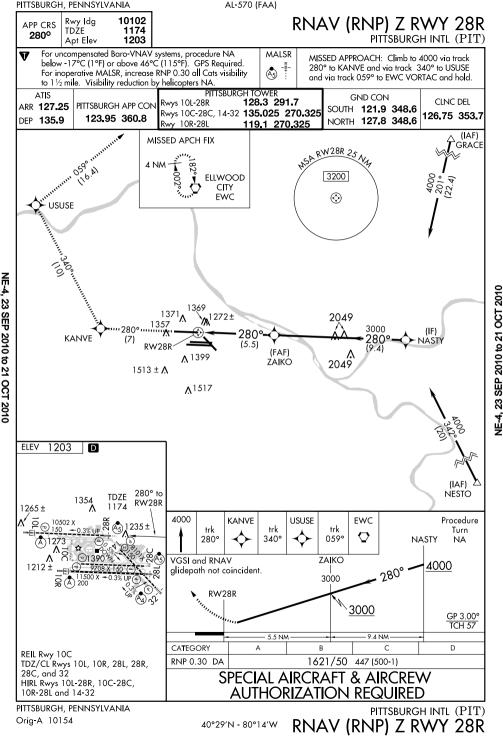
VE-4, 23 SEP 2010 to 21 OCT 2010

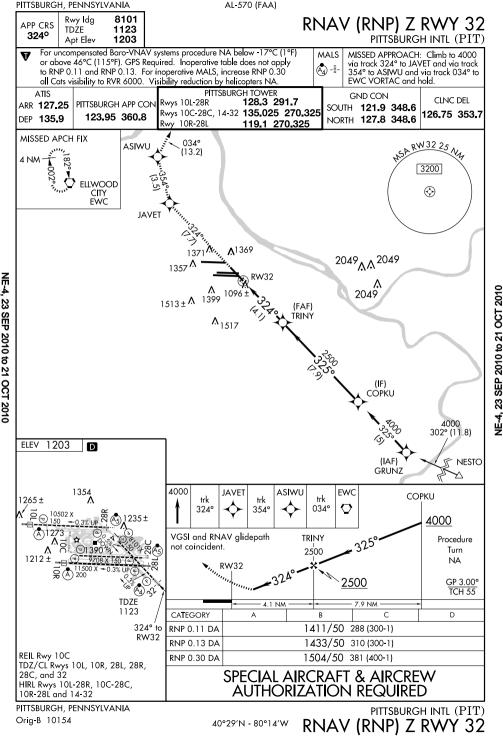


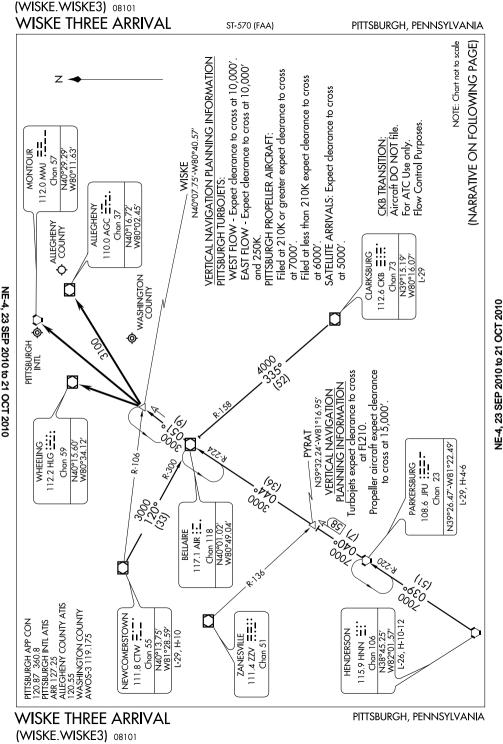




23 SEP 2010 to 21 OCT 2010







23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

ST-570 (FAA)

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT.

R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . . NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT.

Thence. . . .

PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:

For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT. For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County. For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

PENNSYLVANIA 256

#### **POTTSTOWN** POTTSTOWN LIMERICK (PTW) 3 E UTC-5(-4DT) N40°14.37′ W75°33.40′

309 B S4 FUEL 100LL. JET A NOTAM FILE PTW

RWY 10-28: H3371X75 (ASPH) MIRL

RWY 10: REIL, PAPI(P2L)—GA 3.0° TCH 45', Tree.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 45'. Thid dspicd 200'. Trees, Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1100-0200Z±. Sat-Sun

1300Z‡-dusk. Arpt permanently CLOSED to acft 13,500 pounds and over. Birds and deer on and invof arpt. Lighted and marked

507 ft AGL (769 ft MSL) stack 6000 ft W of Rwv 10, Ldg fee. WEATHER DATA SOURCES: ASOS 119.425 (610) 495-0823.

COMMUNICATIONS: CTAF/UNICOM 122.7 (R) PHILADELPHIA APP/DEP CON 126.85 **CINC DEL** 118 55 TE

800-354-9884 RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(I) VORTAC 116.5 PTW Chan 112 N40°13.34' W75°33.62' 018° 1.1 NM to fld. 290/09W. ILS 108.3 I-PTW Rwv 28. LOC only.

**POTTSTOWN MUNI** (N47) 2 NW UTC-5(-4DT) N40°15.62′ W75°40.25′

256 B S4 FUEL 100LL, JET A NOTAM FILE IPT RWY 08-26: H2704X75 (ASPH) S-12 MIRL 0.4% up SW RWY 08: REIL. PAPI(P2L). Tree.

RWY 26: REIL. VASI(V2L)-GA 3.0° TCH 20'. Tree. AIRPORT REMARKS: Attended 1200-0100Z±. For svc after hrs ctc

610-858-7453. Deer and seagulls on and invof arpt. Rwy 08 PAPI OTS indef. ACTIVATE VASI Rwy 26; REIL Rwy 08 and Rwy 26—CTAF

COMMUNICATIONS: CTAF/UNICOM 122.8 **CLNC DEL 118.55** 

(R) PHILADELPHIA APP/DEP CON 126.85

RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34' W75°33.62' 303° 5.6 NM to fld. 290/09W.

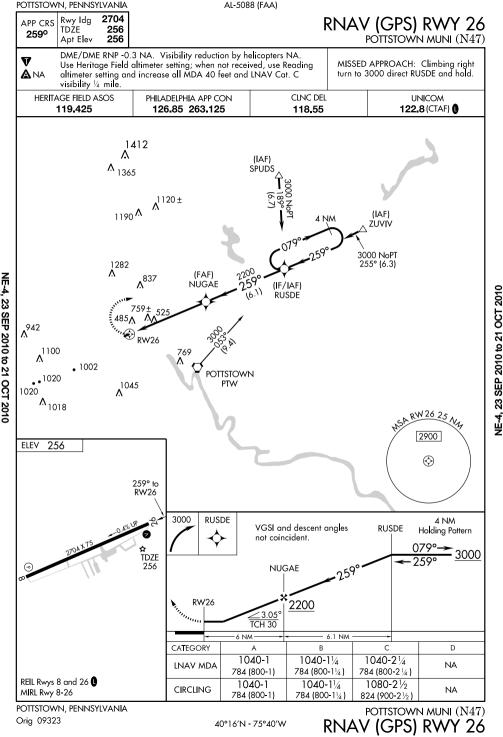
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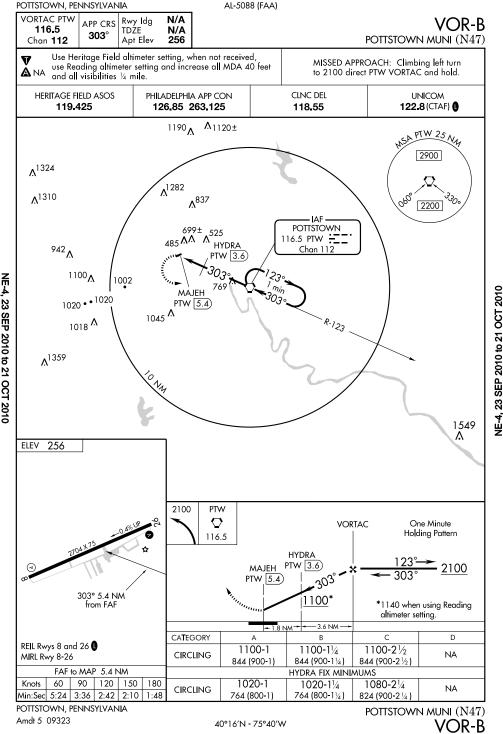
NEW YORK L-30K, 34G, A

**NEW YORK** 

L-34G. A ΙΔΡ

IAP ପ୍ର 🎜 ~2704×75 രാഗ്ര Residential Area





PENNSYLVANIA 256

#### **POTTSTOWN** POTTSTOWN LIMERICK (PTW) 3 E UTC-5(-4DT) N40°14.37′ W75°33.40′

309 B S4 FUEL 100LL. JET A NOTAM FILE PTW

RWY 10-28: H3371X75 (ASPH) MIRL

RWY 10: REIL, PAPI(P2L)—GA 3.0° TCH 45', Tree.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 45'. Thid dspicd 200'. Trees, Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1100-0200Z±. Sat-Sun

1300Z‡-dusk. Arpt permanently CLOSED to acft 13,500 pounds and over. Birds and deer on and invof arpt. Lighted and marked

507 ft AGL (769 ft MSL) stack 6000 ft W of Rwv 10, Ldg fee. WEATHER DATA SOURCES: ASOS 119.425 (610) 495-0823.

COMMUNICATIONS: CTAF/UNICOM 122.7 (R) PHILADELPHIA APP/DEP CON 126.85 **CINC DEL** 118 55 TE

800-354-9884 RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(I) VORTAC 116.5 PTW Chan 112 N40°13.34' W75°33.62' 018° 1.1 NM to fld. 290/09W. ILS 108.3 I-PTW Rwv 28. LOC only.

**POTTSTOWN MUNI** (N47) 2 NW UTC-5(-4DT) N40°15.62′ W75°40.25′

256 B S4 FUEL 100LL, JET A NOTAM FILE IPT RWY 08-26: H2704X75 (ASPH) S-12 MIRL 0.4% up SW RWY 08: REIL. PAPI(P2L). Tree.

RWY 26: REIL. VASI(V2L)-GA 3.0° TCH 20'. Tree. AIRPORT REMARKS: Attended 1200-0100Z±. For svc after hrs ctc

610-858-7453. Deer and seagulls on and invof arpt. Rwy 08 PAPI OTS indef. ACTIVATE VASI Rwy 26; REIL Rwy 08 and Rwy 26—CTAF

COMMUNICATIONS: CTAF/UNICOM 122.8 **CLNC DEL 118.55** 

(R) PHILADELPHIA APP/DEP CON 126.85

RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34' W75°33.62' 303° 5.6 NM to fld. 290/09W.

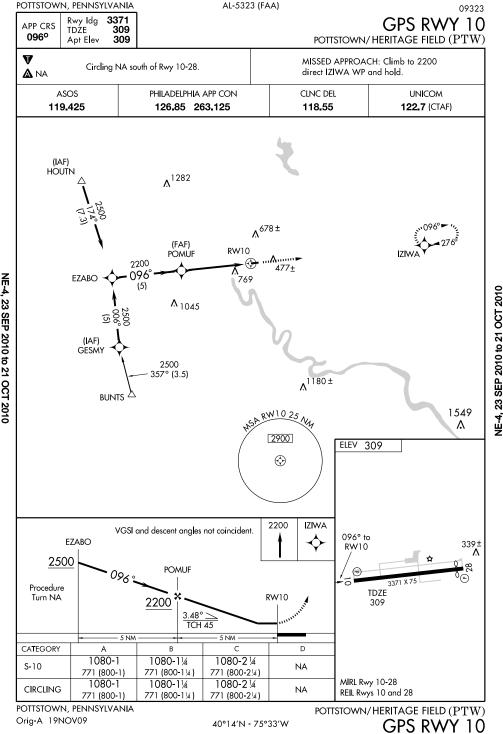
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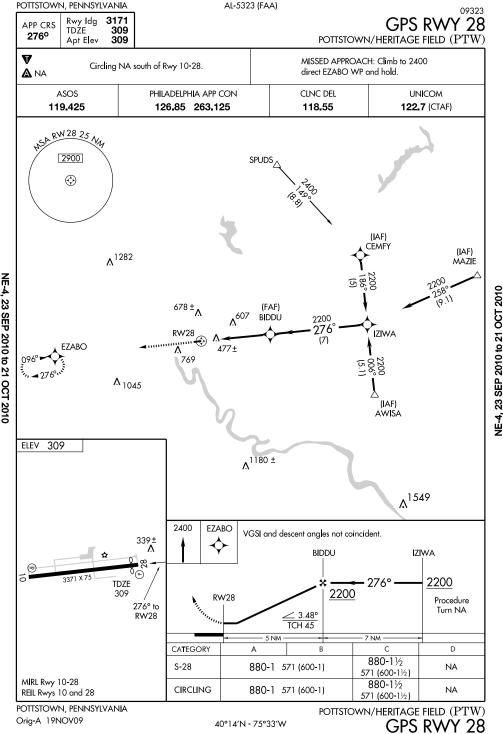
NEW YORK L-30K, 34G, A

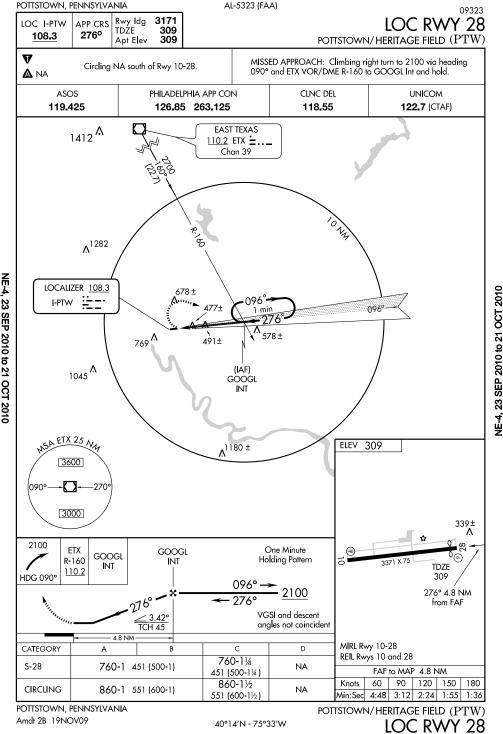
**NEW YORK** 

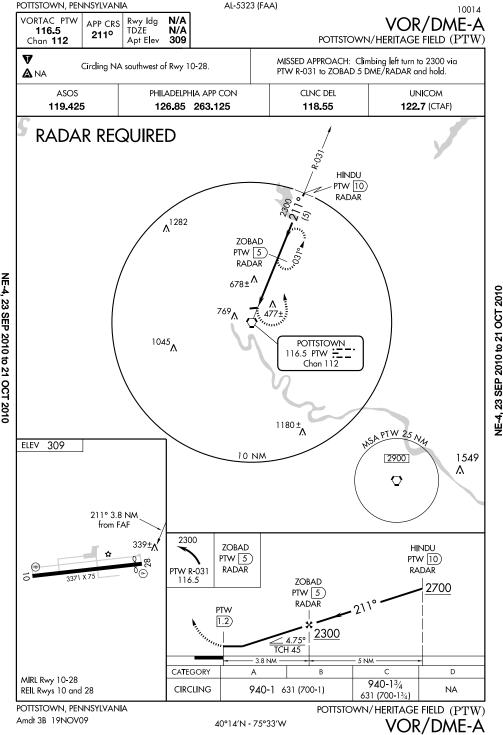
L-34G. A ΙΔΡ

IAP ପ୍ର 🎜 ~2704×75 രാഗ്ര Residential Area









NFW YORK

1-301 IAP

#### PENNSYLVANIA

# **POTTSVILLE**

SCHUYLKILL CO (JOE ZERBEY) (ZER) 8 W UTC-5(-4DT) N40°42.39' W76°22.39' FUEL 100LL, JET A TPA-2500 (771) NOTAM FILE IPT

RWY 11-29: H4594X75 (ASPH) S-21 MIRL 0.5% up W

RWY 11: REIL, PAPI(P2L)—GA 3.0°TCH 40', Trees.

RWY 29: REIL. PAPI(P2L)-GA 3.0°TCH 40'. Trees.

RWY 04-22: 2270X140 (TURF) RWY N4: Trees

RWY 22: Thid dsplcd 200'. Brush.

AIRPORT REMARKS: Attended Mon-Fri 1230-2200Z‡. AVGAS self serve with credit card. JET A self serve with credit card. Deer on and in

vicinity of arpt. Obstruction dragline 200' AGL, 5 NM Rwy 11-29. Rwy 04-22 not maintained winter months. Rwy 04-22 edge and

dsplcd thid marked with vellow tires, orange cones, ACTIVATE MIRL Rwy 11-29. REILS and PAPIS Rwys 11 and 29-CTAF.

WEATHER DATA SOURCES: AWOS-3 127.57 (570) 544-2778.

COMMUNICATIONS: CTAF/UNICOM 122 8 RAVINE RCO 122.1R 114.6T (WILLIAMSPORT RADIO)

(R) HARRISBURG APP/DEP CON 118.25 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT

RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33 20'

W76°35.96' 059° 13.8 NM to fld. 1750/11W. COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

PUNXSUTAWNEY MUNI (N35) 3 NE UTC-5(-4DT) N40°58.00' W78°55.80' 1439 B FUEL 100LL NOTAM FILE AOO

RWY 06-24: H3003X50 (ASPH) S-12.5 MIRI 0.9% up NF RWY 06: REIL. PAPI(P2L)-GA 4.0° TCH 45'. Trees. RWY 24: REIL. PAPI(P2L)-GA 4.0° TCH 40'. Trees.

RWY 01-19: 2026X100 (TURF-GRVL) MIRL

RWY 01: REIL. Trees. RWY 19: REIL. Road. AIRPORT REMARKS: Unattended. Fuel self-serve with credit card. Birds:

deer and woodchuck on and invof arpt. Rwy 01-19 bare spots and rocks located at Rwy 01 end in several locations. PAEW adjacent to arpt. Rwy 01-19 CLOSED Nov-Apr due to inclement weather. ACTIVATE MIRL Rwv 01-19 and Rwv 06-24, PAPI Rwv 06 and Rwv

COMMUNICATIONS: CTAF/UNICOM 123.0 CLEVELAND CENTER APP/DEP CON 126.72

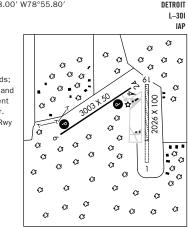
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

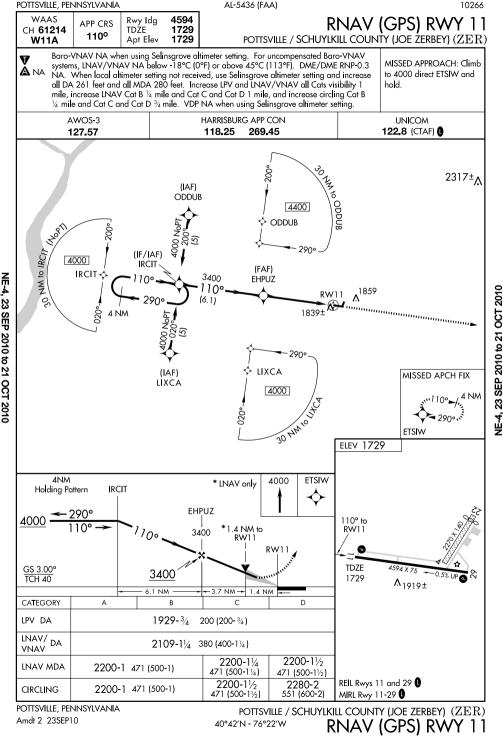
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78'

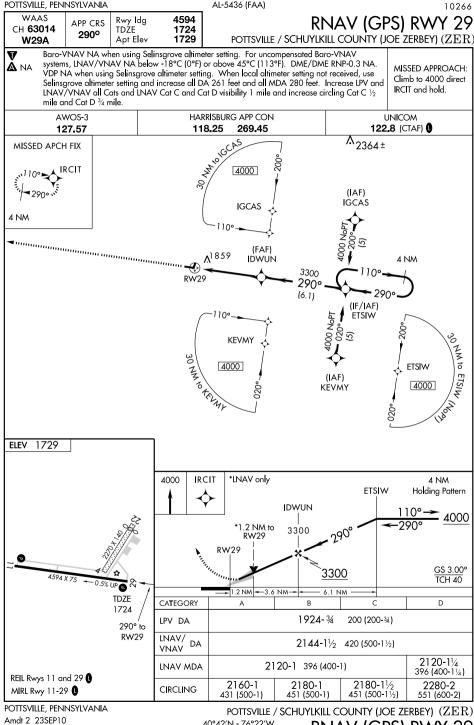
W79°27.48' 120° 26.3 NM to fld. 1520/06W.

24, REIL Rwy 01, Rwy 19, Rwy 06, and Rwy 24-CTAF.

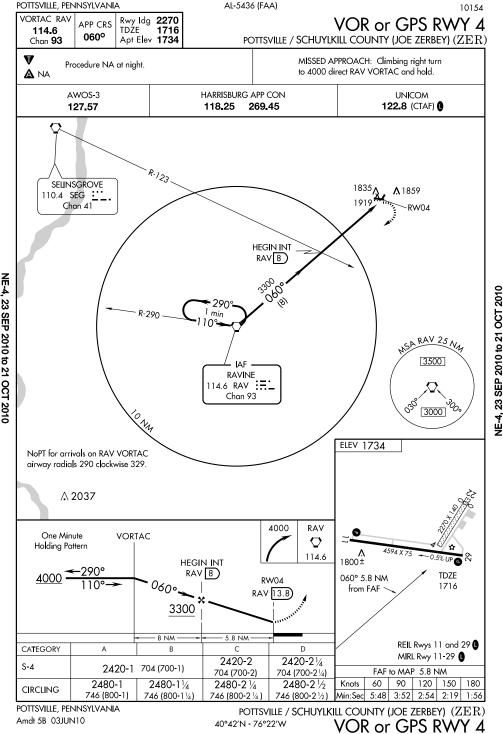
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NE-4, 23 SEP 2010 to 21 OCT 2010



NFW YORK

1-301 IAP

DETROIT

# PENNSYLVANIA

UTC-5(-4DT) N40°42.39' W76°22.39'

## **POTTSVILLE** SCHUYLKILL CO (JOE ZERBEY)

(ZER) 8 W FUEL 100LL, JET A TPA-2500 (771) NOTAM FILE IPT

RWY 11: REIL, PAPI(P2L)—GA 3.0°TCH 40', Trees.

RWY 11-29: H4594X75 (ASPH) S-21 MIRL 0.5% up W

RWY 29: REIL. PAPI(P2L)-GA 3.0°TCH 40'. Trees. RWY 04-22: 2270X140 (TURF)

RWY N4: Trees RWY 22: Thid dsplcd 200'. Brush.

AIRPORT REMARKS: Attended Mon-Fri 1230-2200Z‡. AVGAS self serve with credit card. JET A self serve with credit card. Deer on and in

vicinity of arpt. Obstruction dragline 200' AGL, 5 NM Rwy 11-29. Rwy 04-22 not maintained winter months. Rwy 04-22 edge and

dsplcd thid marked with vellow tires, orange cones, ACTIVATE MIRL Rwy 11-29. REILS and PAPIS Rwys 11 and 29-CTAF.

WEATHER DATA SOURCES: AWOS-3 127.57 (570) 544-2778.

COMMUNICATIONS: CTAF/UNICOM 122 8 RAVINE RCO 122.1R 114.6T (WILLIAMSPORT RADIO)

(R) HARRISBURG APP/DEP CON 118.25 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT

RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33 20'

W76°35.96' 059° 13.8 NM to fld. 1750/11W. COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

PUNXSUTAWNEY MUNI (N35) 3 NE UTC-5(-4DT) N40°58.00' W78°55.80' 1439 B FUEL 100LL NOTAM FILE AOO RWY 06-24: H3003X50 (ASPH) S-12.5 MIRI 0.9% up NF

RWY 06: REIL. PAPI(P2L)-GA 4.0° TCH 45'. Trees. RWY 24: REIL. PAPI(P2L)-GA 4.0° TCH 40'. Trees.

RWY 01-19: 2026X100 (TURF-GRVL) MIRL RWY 01: REIL. Trees. RWY 19: REIL. Road.

AIRPORT REMARKS: Unattended. Fuel self-serve with credit card. Birds:

deer and woodchuck on and invof arpt. Rwy 01-19 bare spots and rocks located at Rwy 01 end in several locations. PAEW adjacent to arpt. Rwy 01-19 CLOSED Nov-Apr due to inclement weather. ACTIVATE MIRL Rwv 01-19 and Rwv 06-24, PAPI Rwv 06 and Rwv

COMMUNICATIONS: CTAF/UNICOM 123.0 CLEVELAND CENTER APP/DEP CON 126.72

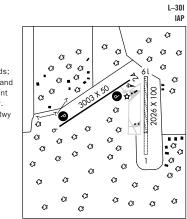
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

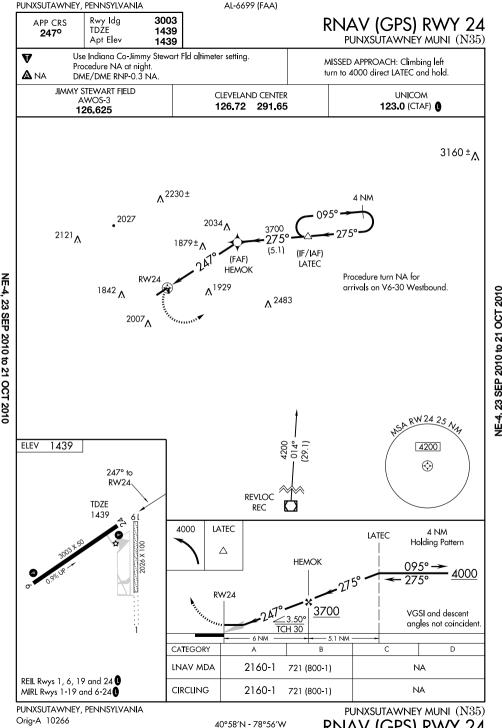
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78'

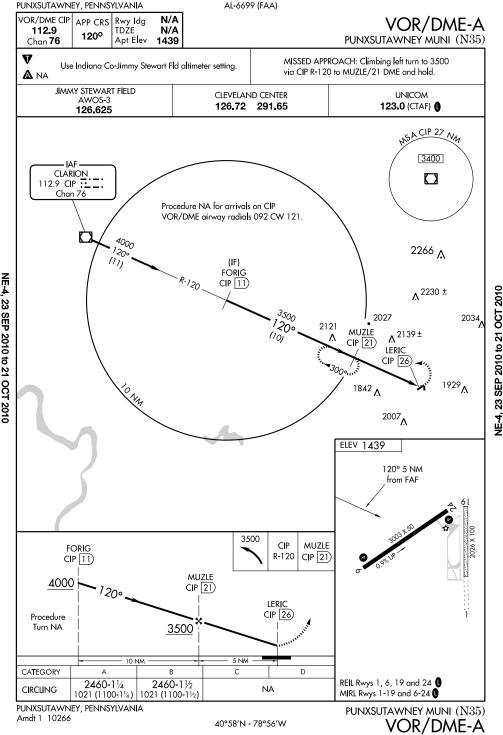
W79°27.48' 120° 26.3 NM to fld. 1520/06W.

24, REIL Rwy 01, Rwy 19, Rwy 06, and Rwy 24-CTAF.

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**PENNSYLVANIA** 258

UTC-5(-4DT)

FUEL 100LL TPA-1526(1000)

RWY 29: PAPI(P2L)-GA 4.0° TCH 48'. Thid dspicd 190'. Trees.

2 W

RWY 11-29: H3210X75 (ASPH) S-12 MIRL

RWY 11: PAPI(P2L)-GA 4.0°. TCH 44'. Trees.

TORA-3210 TODA-3210

AIRPORT REMARKS: Attended 1800-0300Z±, 100LL avbl 24 hrs self-serve credit card. Svc after hrs ctc 610-653-8121. Deer on

(UKT)

RUNWAY DECLARED DISTANCE INFORMATION RWY 11: TORA-3210 TODA-3210

QUAKERTOWN

RWY 29:

B S4

## and invof arpt. €3 C3 C3 až Ga WEATHER DATA SOURCES: AWOS-3 119.475 (215) 538-7610. COMMUNICATIONS: CTAF/UNICOM 122.725 PHILADELPHIA APP/DEP CON 123.8 CLNC DEL 118.55 TF Œ 800-354-9884 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86" 131° 16.4 NM to fld. 742/9W. NDB (MHW) 208 UKT N40°25.49′ W75°17.84′ 291° 3.9 NM to fld. Monitored daylight hours only. Unusable byd 10 NM. **RAVINE** N40°33.20′ W76°35.96′ NOTAM FILE IPT. **NEW YORK** (L) VORTAC 114.6 RAV Chan 93 059° 13.8 NM to Schuylkill Co. 1750/11W. H-10H, L-30J RCO 122.1R 114.6T (WILLIAMSPORT RADIO)

DIST AVBL

5200'

N40°26.11' W75°22.92'

0.7% up W

NOTAM FILE UKT

READING RGNL/CARL A SPAATZ FLD

(RDG) 3 NW

N40°22.71′ W75°57.92′ B S4

NOTAM FILE RDG RWY 13-31: H6350X150 (ASPH-GRVD) S-75, D-200, 2S-175,

HIRL

RWY 13: EMAS

COMMUNICATIONS: CTAF 119.9

RWY 13: VASI(V4L)-GA 3.03°TCH 45'. Trees. RWY 31: REIL. Trees. RWY 18-36: H5151X150 (ASPH-GRVD) S-75, D-200, 2S-175.

2D-400 HIRI 1.0% up S

RWY 18: VASI(V4L)-GA 3°TCH 55'. Trees. RWY 36: MALSF. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING HOLD SHORT POINT

**RWY 13** 18-36

**RWY 18** 13\_31

3050' RUNWAY DECLARED DISTANCE INFORMATION RWY 13: TORA-6350 TODA-6350 ASDA-6350

RWY 18-TORA-5151 TODA-5151 ASDA-5151 LDA-5151 RWY 31: TORA-6350 TODA-6350 ASDA-6350 LDA-6350 RWY 36: TORA-5151 TODA-5151 ASDA-5151 LDA-5151 ARRESTING GEAR/SYSTEM

carriers. Twy E pavement in poor condition with surface delaminating and raveling. When twr clsd ACTIVATE HIRL Rwy 13-31, HIRL Rwy 18-36; REIL Rwy 31; MALSF Rwy 36 and twy lgts-CTAF. Ldg fee for turbine acft.

R READING APP/DEP CON 125.15 (1100-0500Z‡) (R) HARRISBURG APP/DEP CON 124.1 (0500-1100Z‡)

WEATHER DATA SOURCES: ASOS (610) 372-9863.

TOWER 119.9 (1100-0500Z±) GND CTL 121.9

AIRSPACE: CLASS D svc effective 1100-0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′

ATIS 127.1

SHAPP NDB (LOM) 356 RD N40°18.39′ W75°56.97′ 001° 4.4 NM to fld. ILS 109.5 I–RDG Rwv 36. Class IE. LOM SHAPP NDB. ILS unmonitored when twr closed. I-VXO Chan 42Y Rwv 13.

**UNICOM 122.95** 

AIRPORT REMARKS: Attended Mon-Fri 1100-0400Z±, Sat-Sun 1630-0300Z±, Birds and deer on and invof arpt, PPR 24 hrs for air carrier ops with more than 30 passenger seats. Call arpt manager 610-372-4666. Other times by PPR. Rwy 18-36 spalling, longitudinal cracks, raveling and pavement humps. Twy E is unavailable to air

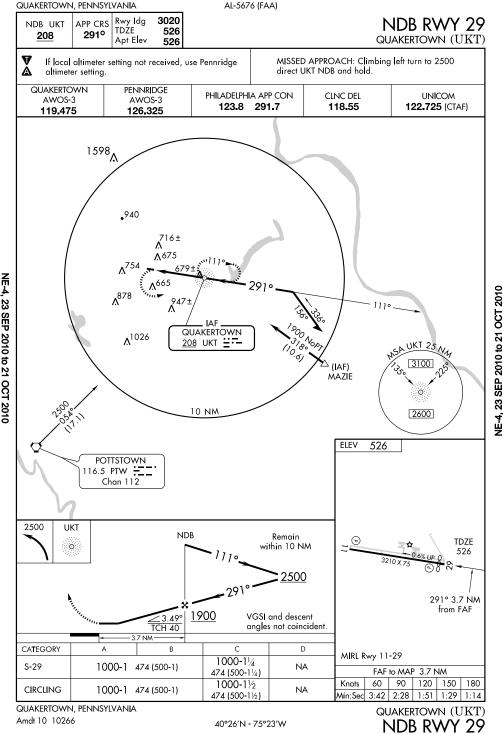
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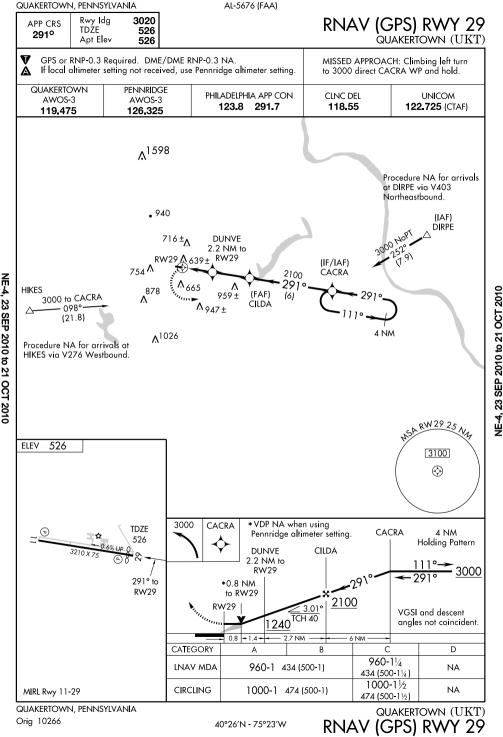
236° 17.7 NM to fld. 742/09W.

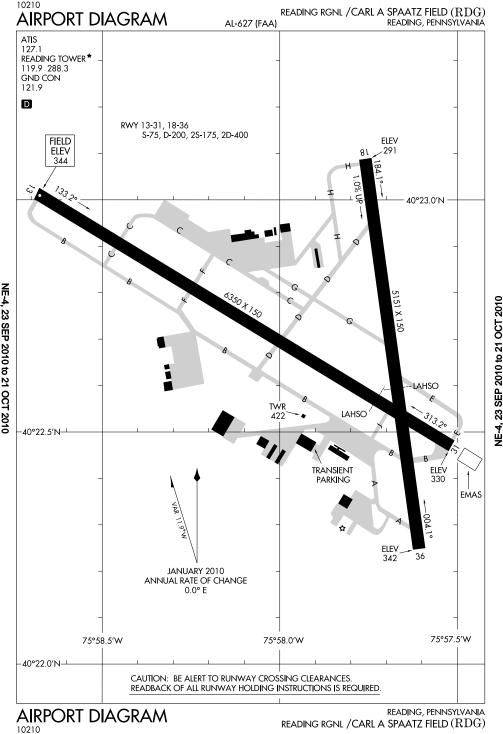
**NEW YORK** 

L-33A, 34G

€3







**PENNSYLVANIA** 258

UTC-5(-4DT)

FUEL 100LL TPA-1526(1000)

RWY 29: PAPI(P2L)-GA 4.0° TCH 48'. Thid dspicd 190'. Trees.

2 W

RWY 11-29: H3210X75 (ASPH) S-12 MIRL

RWY 11: PAPI(P2L)-GA 4.0°. TCH 44'. Trees.

TORA-3210 TODA-3210

AIRPORT REMARKS: Attended 1800-0300Z±, 100LL avbl 24 hrs self-serve credit card. Svc after hrs ctc 610-653-8121. Deer on

(UKT)

RUNWAY DECLARED DISTANCE INFORMATION RWY 11: TORA-3210 TODA-3210

QUAKERTOWN

RWY 29:

B S4

## and invof arpt. €3 C3 C3 až Ga WEATHER DATA SOURCES: AWOS-3 119.475 (215) 538-7610. COMMUNICATIONS: CTAF/UNICOM 122.725 PHILADELPHIA APP/DEP CON 123.8 CLNC DEL 118.55 TF Œ 800-354-9884 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86" 131° 16.4 NM to fld. 742/9W. NDB (MHW) 208 UKT N40°25.49′ W75°17.84′ 291° 3.9 NM to fld. Monitored daylight hours only. Unusable byd 10 NM. **RAVINE** N40°33.20′ W76°35.96′ NOTAM FILE IPT. **NEW YORK** (L) VORTAC 114.6 RAV Chan 93 059° 13.8 NM to Schuylkill Co. 1750/11W. H-10H, L-30J RCO 122.1R 114.6T (WILLIAMSPORT RADIO)

DIST AVBL

5200'

N40°26.11' W75°22.92'

0.7% up W

NOTAM FILE UKT

READING RGNL/CARL A SPAATZ FLD

(RDG) 3 NW

N40°22.71′ W75°57.92′ B S4

NOTAM FILE RDG RWY 13-31: H6350X150 (ASPH-GRVD) S-75, D-200, 2S-175,

HIRL

RWY 13: EMAS

COMMUNICATIONS: CTAF 119.9

RWY 13: VASI(V4L)-GA 3.03°TCH 45'. Trees. RWY 31: REIL. Trees. RWY 18-36: H5151X150 (ASPH-GRVD) S-75, D-200, 2S-175.

2D-400 HIRI 1.0% up S

RWY 18: VASI(V4L)-GA 3°TCH 55'. Trees. RWY 36: MALSF. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING HOLD SHORT POINT

**RWY 13** 18-36

**RWY 18** 13\_31

3050' RUNWAY DECLARED DISTANCE INFORMATION RWY 13: TORA-6350 TODA-6350 ASDA-6350

RWY 18-TORA-5151 TODA-5151 ASDA-5151 LDA-5151 RWY 31: TORA-6350 TODA-6350 ASDA-6350 LDA-6350 RWY 36: TORA-5151 TODA-5151 ASDA-5151 LDA-5151 ARRESTING GEAR/SYSTEM

carriers. Twy E pavement in poor condition with surface delaminating and raveling. When twr clsd ACTIVATE HIRL Rwy 13-31, HIRL Rwy 18-36; REIL Rwy 31; MALSF Rwy 36 and twy lgts-CTAF. Ldg fee for turbine acft.

R READING APP/DEP CON 125.15 (1100-0500Z‡) (R) HARRISBURG APP/DEP CON 124.1 (0500-1100Z‡)

WEATHER DATA SOURCES: ASOS (610) 372-9863.

TOWER 119.9 (1100-0500Z±) GND CTL 121.9

AIRSPACE: CLASS D svc effective 1100-0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′

ATIS 127.1

SHAPP NDB (LOM) 356 RD N40°18.39′ W75°56.97′ 001° 4.4 NM to fld. ILS 109.5 I–RDG Rwv 36. Class IE. LOM SHAPP NDB. ILS unmonitored when twr closed. I-VXO Chan 42Y Rwv 13.

**UNICOM 122.95** 

AIRPORT REMARKS: Attended Mon-Fri 1100-0400Z±, Sat-Sun 1630-0300Z±, Birds and deer on and invof arpt, PPR 24 hrs for air carrier ops with more than 30 passenger seats. Call arpt manager 610-372-4666. Other times by PPR. Rwy 18-36 spalling, longitudinal cracks, raveling and pavement humps. Twy E is unavailable to air

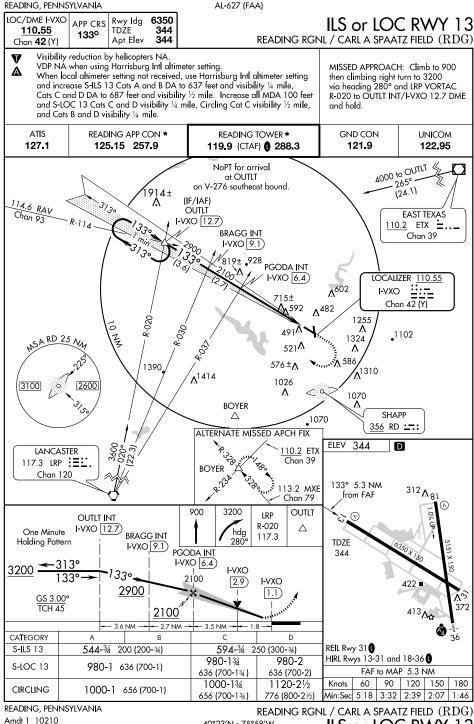
UTC-5(-4DT)NEW YORK H-10I, 12J, L-30K, 34G, A FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1400(1056) Class IV, ARFF Index A IAP. AD GG G C3 C3 81 G G LDA-6350 36 G G

236° 17.7 NM to fld. 742/09W.

**NEW YORK** 

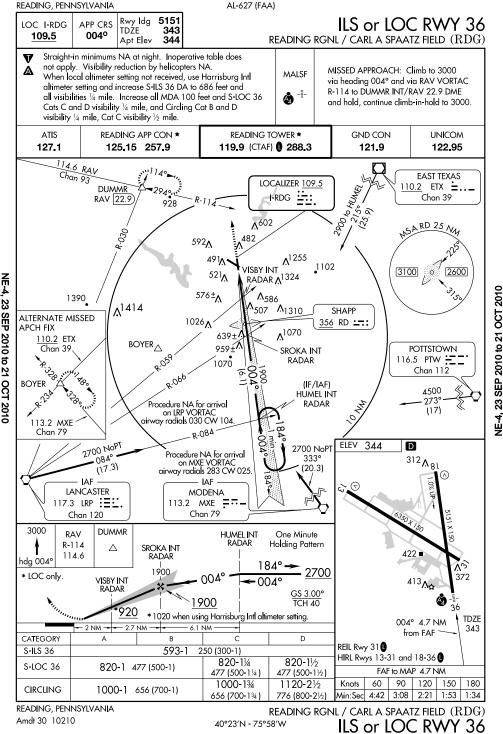
L-33A, 34G

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NE-4, 23 SEP 2010 to 21 OCT 2010

40°23′N - 75°58′W ILS or LOC RW



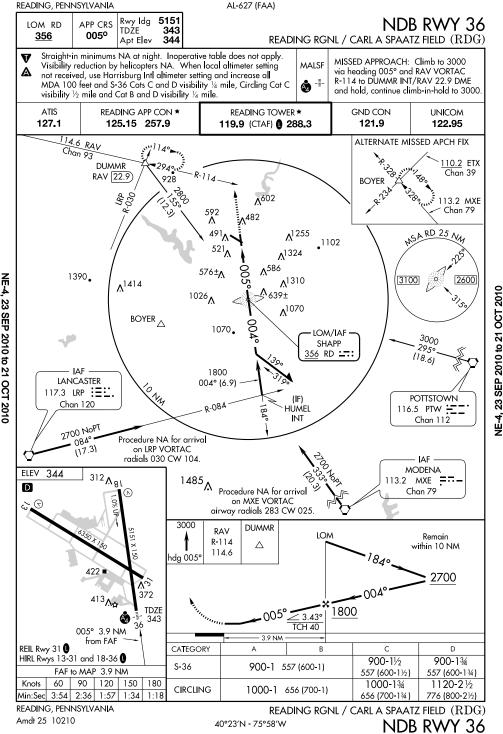
## LAND AND HOLD SHORT OPERATIONS (LAHSO)

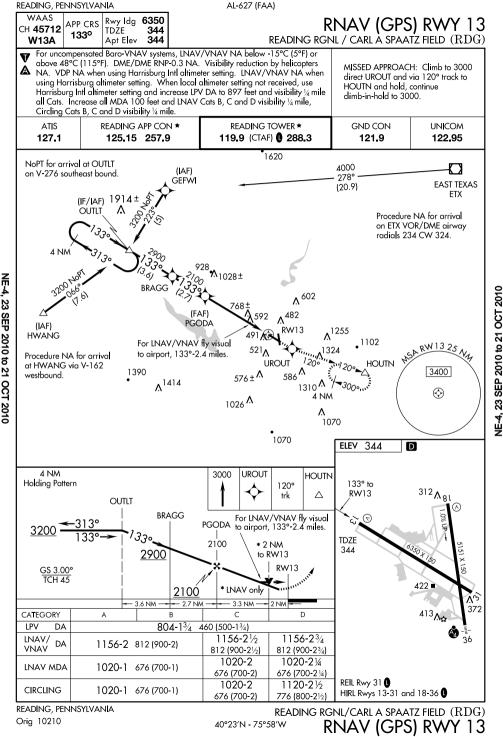
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

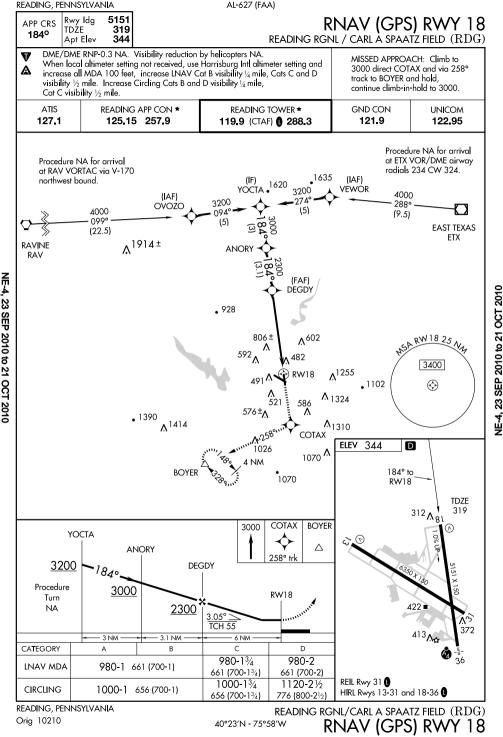
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

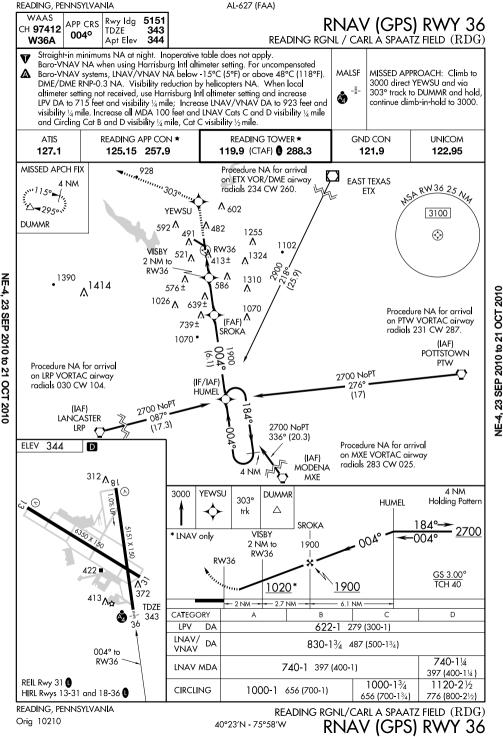
The Actoridation information Mariadi contains s	poomo actano	on noid onon operations an	a maningo.
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ			
FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

23 SEP 2010 to 21 OCT 2010









RFFDSVILLE MIFFLIN CO (RVL) 5 NW UTC-5(-4DT) N40°40.64′ W77°37.61′

FUEL 100LL, JET A NOTAM FILE IPT

COMMUNICATIONS: CTAF/UNICOM 122.7

course; byd 16 NM blo 4000 ft.

VOR portion unusable 070°-085° byd 10 NM.

RWY 06-24: H5001X75 (ASPH) S-60 MIRL RWY 06: REIL, PVASI (PSIL)-GA 3.0° TCH 36', Trees. RWY 24: REIL. PVASI (PSIL)-GA 3.0° TCH 37'. Trees.

Rwv 24-CTAF. WEATHER DATA SOURCES: AWOS-3 123.85 (717) 667-3993. PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

NOTAM FILE AOO.

S-33

MIRL

0.7% up E.

LOC only, ILS

numbers posted on the office door for after hrs calls. Glider activity during summer months. Helicopters land on apron. ACTIVATE MIRL Rwv 06-24, PVASI and REIL Rwv 06 and

NEW YORK CENTER APP/DEP CON 134.8 RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. W77°59.56' 141° 22 NM to fld. 2440/07W. STROH NDB (MHW/LOM) 407 RV N40°36.89' W77°43.08' 5.6 NM to fld. NOTAM FILE IPT. NDB unmonitored. ILS 109.3 I-RVL Rwy 06. LOM STROH NDB. LOC only. LOC and LOM unmonitored. LOC unusable byd 20° either side of

REIGLE FLD (See PALMYRA) **REVLOC** N40°32.79′ W78°44.82′ (L) VOR/DME 110.6 REC Chan 43

RCO 122.1R 110.6T (ALTOONA RADIO) RIDGE SOARING (See UNIONVILLE)

ROCK (See PITTSBURGH) ROCKY HILL ULTRALIGHT (See CRESCO)

ROSTRAVER (See MONONGAHELA) ST MARYS MUNI (OYM) 3 SE

UTC-5(-4DT) **S4** FUEL 100LL, JET A NOTAM FILE AOO

RWY 10-28: H4300X75 (ASPH-GRVD) RWY 10: PAPI(P4L)-GA 3.0° TCH 40'. Road. RWY 28: MALS, PAPI(P4L)-GA 3.0° TCH 40', Trees. AIRPORT REMARKS: Attended Mon-Fri 1300-2100Z‡. ACTIVATE MIRL Rwy 10-28, PAPI Rwys 10 and 28, and MALS Rwy 28-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7 RCO 121.3 (ALTOONA RADIO) **CLEVELAND CENTER APP/DEP CON 124.325** 

unmonitored indef.

(L) VORTAC 115.0 THS

ALTOONA FSS CLNC DEL 121.3 RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. SLATE RUN (H) VORTAC 113.9 SLT Chan 86 N41°30.77' 264° 25 NM to fld. 2320/08W. W77°58.21′ ILS/DME 108.9 I-OYM Chan 26 Rwv 28.

RCO 122 1R 115 OT (ALTOONA RADIO)

**ST THOMAS** N39°55.99′ W77°57.06′ NOTAM FILE AOO.

Chan 97

WEATHER DATA SOURCES: AWOS-3 118.05. (814) 834-9416.

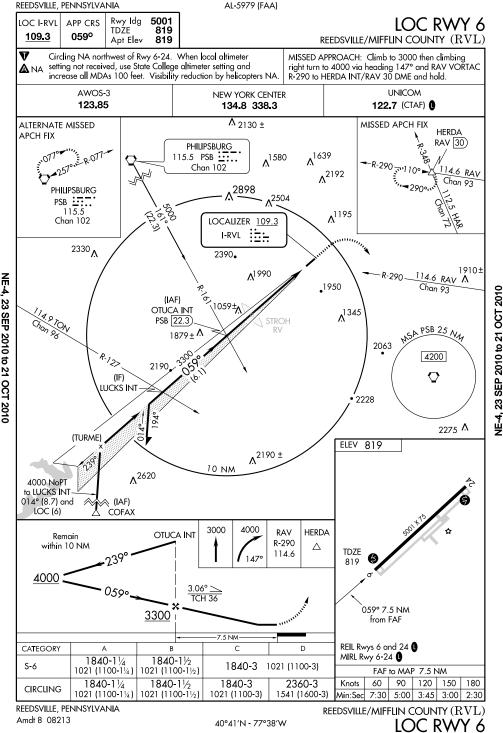
€3 63 C3 C3 €3

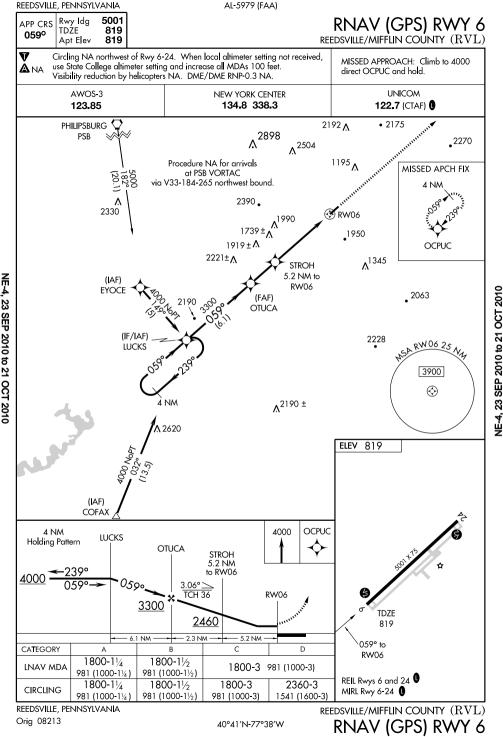
DETROIT 203°5.3 NM to Ebensburg. 2340/09W. I-29D

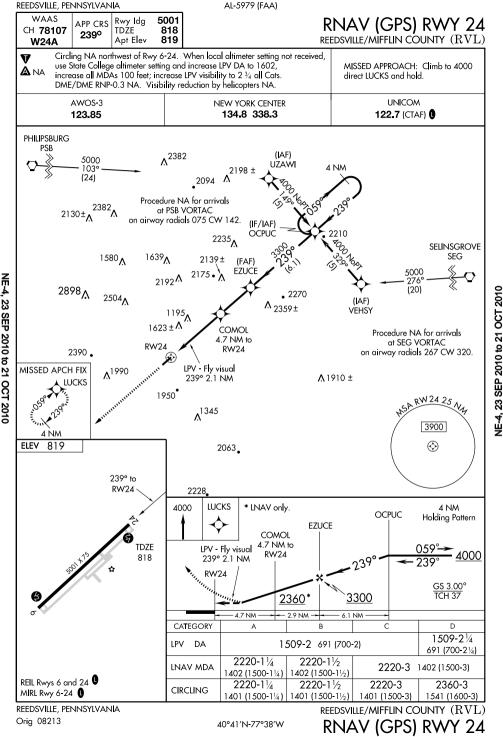
> N41°24.75′ W78°30.16′ DETROIT L-301 IAP €3 4300 X 75 *~*3 - (3 (3 (3 43 €3 C3 C3 G G G 0 0 0 €3 G G

087° 14.4 NM to Franklin Co Rgnl, 2340/07W

WASHINGTON H-10H, L-29D, A







260 **PENNSYI VANIA** SCHUYLKILL CO (JOE ZERBEY) (See POTTSVILLE) SEAMANS FLD (See FACTORYVILLE)

SELINSGROVE N40°47.45′ W76°53.04′

(L) VORTAC 110.4 SEG

204°-209° blo 5000'

(SEG)

RWY 17: REIL. Thid dsplcd 388'. Pole. RWY 35: REIL. Thid dsplcd 250'. Trees.

S4

RWY 17-35: H4760X75 (ASPH)

DME portion unusable

SFLINSGROVE PENN VALLEY

Chan 41

034° 2 NM to Penn Valley. 620/08W.

VOR portion unusable

105°-115° bvd 20 NM blo 3000' 180°-195° bvd 30 NM blo 9000'

NOTAM FILE SEG

250°-285° bvd 10 NM blo 14000'

196°-200° blo 9000' 210°-230° byd 35 NM blo 2500'

180°-195° blo 6000'

190°-300° bvd 35 NM blo 3500'

100°-115° bvd 30 NM blo 3000'

115°-170° byd 35 NM blo 2900' RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

S-27 D-27

anch to Rwy 17. Ultralgts on and in vicinity of arpt; rgt tfc. Deer and birds on and in vicinity of arpt. Rwy 17 REIL OTS indef.

ACTIVATE MIRL Rwy 17-35; REIL Rwy 17 and 35-CTAF.

UTC-5(-4DT)

N40°49.27′ W76°51.85′ NOTAM FILE SEG

N40°47.45'

2AWIH

AIRPORT REMARKS: Attended 1300-2300Z‡. Rising terrain both sides of

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H-10H, 12I, L-30J

WEATHER DATA SOURCES: ASOS 123.975 (570) 374-4099. HIWAS 110.4 COMMUNICATIONS: CTAF/UNICOM 122.7 SELINSGROVE RCO 122.1R 110.4T (WILLIAMSPORT RADIO) (R) HARRISBURG APP/DEP CON 118.25

1 N

FUEL 100LL, JET A

RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.

SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 W76°53.04′ 034° 2 NM to fld. 620/08W.

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

SEVEN SPRINGS (7SP) 1 SW UTC-5(-4DT) N40°00.60' W79°19.31' В NOTAM FILE AOO

RWY 10-28: H3045X42 (ASPH) MIRL 1.1% up W RWY 10: Trees. RWY 28: Trees.

SEVEN SPRINGS BOROUGH

AIRPORT REMARKS: Unattended. Airport CLOSED approximately Dec 1

thru Apr 15. Check NOTAMS for exact dates. No snow removal. ACTIVATE MIRL Rwy 10-28-CTAF. Arpt surrounded by trees, higher terrain with trees located approximately 302 ft in from Rwy

28 thid and 433 ft north. **COMMUNICATIONS: CTAF 122.9** 

INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO) R CLEVELAND CENTER APP/DEP CON 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45'

W79°21.50' 044° 2.7 NM to fld. 2820/06W.

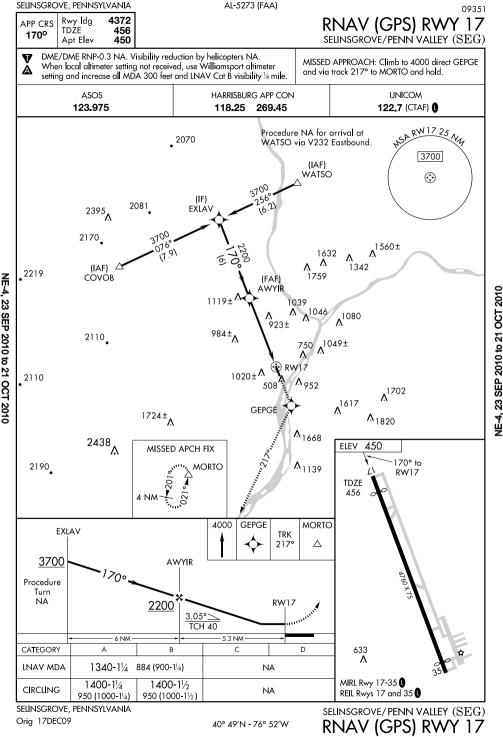
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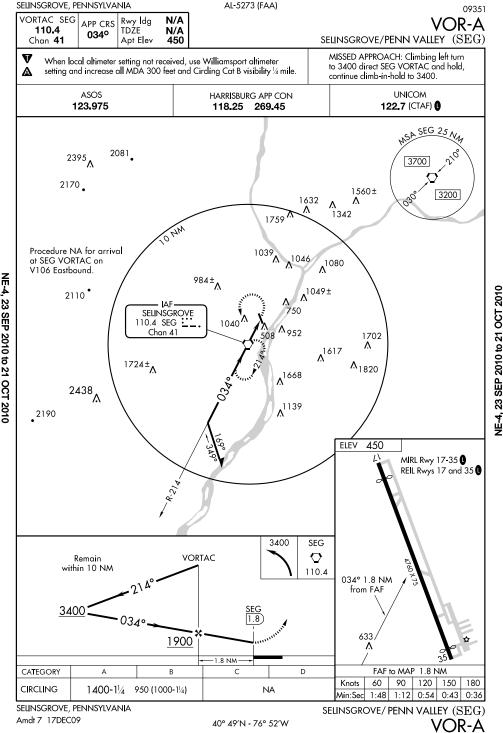
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3045 X 42





260 **PENNSYI VANIA** SCHUYLKILL CO (JOE ZERBEY) (See POTTSVILLE) SEAMANS FLD (See FACTORYVILLE)

NOTAM FILE SEG

NOTAM FILE SEG

N40°49.27′ W76°51.85′

N40°47.45'

2AWIH

SELINSGROVE N40°47.45′ W76°53.04′

034° 2 NM to Penn Valley. 620/08W.

(L) VORTAC 110.4 SEG Chan 41 VOR portion unusable

105°-115° bvd 20 NM blo 3000' 180°-195° bvd 30 NM blo 9000'

204°-209° blo 5000' 250°-285° bvd 10 NM blo 14000' DME portion unusable

100°-115° bvd 30 NM blo 3000'

115°-170° byd 35 NM blo 2900' RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

SFLINSGROVE PENN VALLEY UTC-5(-4DT) (SEG) 1 N

S4 FUEL 100LL, JET A RWY 17-35: H4760X75 (ASPH) S-27 D-27

RWY 17: REIL. Thid dsplcd 388'. Pole.

RWY 35: REIL. Thid dsplcd 250'. Trees. AIRPORT REMARKS: Attended 1300-2300Z‡. Rising terrain both sides of anch to Rwy 17. Ultralgts on and in vicinity of arpt; rgt tfc. Deer

and birds on and in vicinity of arpt. Rwy 17 REIL OTS indef. ACTIVATE MIRL Rwy 17-35; REIL Rwy 17 and 35-CTAF. WEATHER DATA SOURCES: ASOS 123.975 (570) 374-4099. HIWAS 110.4

COMMUNICATIONS: CTAF/UNICOM 122.7 SELINSGROVE RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

(R) HARRISBURG APP/DEP CON 118.25

RADIO AIDS TO NAVIGATION: NOTAM FILE SEG. SELINSGROVE (L) VORTAC 110.4 SEG Chan 41

W76°53.04′ 034° 2 NM to fld. 620/08W. COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

### SEVEN SPRINGS BOROUGH SEVEN SPRINGS (7SP) 1 SW UTC-5(-4DT) N40°00.60' W79°19.31'

В NOTAM FILE AOO RWY 10-28: H3045X42 (ASPH) MIRL 1.1% up W

RWY 10: Trees. RWY 28: Trees.

AIRPORT REMARKS: Unattended. Airport CLOSED approximately Dec 1 thru Apr 15. Check NOTAMS for exact dates. No snow removal. ACTIVATE MIRL Rwy 10-28-CTAF. Arpt surrounded by trees,

higher terrain with trees located approximately 302 ft in from Rwy 28 thid and 433 ft north. **COMMUNICATIONS: CTAF 122.9** INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)

R CLEVELAND CENTER APP/DEP CON 124.4 RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45' W79°21.50' 044° 2.7 NM to fld. 2820/06W.

L-30JIAP 4 €3 a €3 Δ O3 C3

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180°-195° blo 6000'

196°-200° blo 9000'

210°-230° byd 35 NM blo 2500'

190°-300° bvd 35 NM blo 3500'

NFW YORK

NEW YORK

H-10H, 12I, L-30J

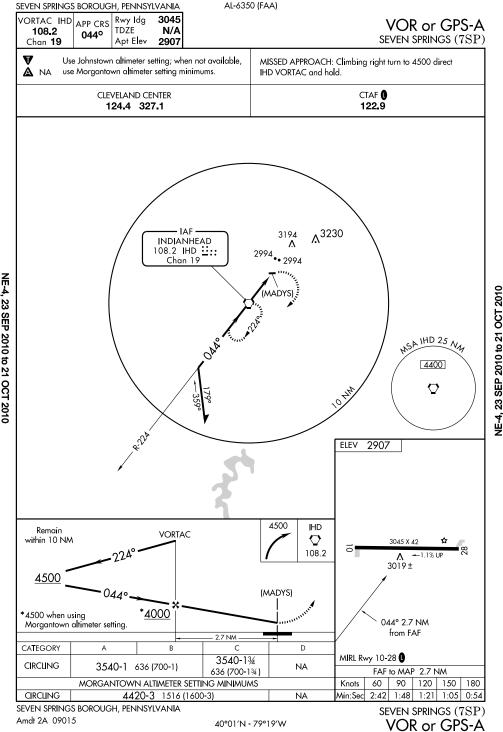
DETROIT

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**PENNSYLVANIA** 261 SHAMOKIN NORTHUMBERLAND CO (N79) 3 N UTC-5(-4DT) N40°50.22′ W76°33.15′ NEW YORK B S4 FUEL 100LL. JET A NOTAM FILE IPT 1-301 RWY 08-26: H3297X75 (ASPH) S-12.5 MIRL 0.9% up NE IAP RWY 08: REIL, PAPI(P2L)-GA 3.0° TCH 40', Trees. 3 B RWY 26: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees. Ğ 00 AIRPORT REMARKS: Attended on Mon-Fri 1300-2300Z‡, Sat-Sun on call. ACTIVATE MIRL Rwy 08-26 and PAPI Rwys 08 and 03 26-121.8. WEATHER DATA SOURCES: AWOS-3 119.175 (570) 672-0389. COMMUNICATIONS: CTAF/UNICOM 122.8 R HARRISBURG APP/DEP CON 118.25 €3 RADIO AIDS TO NAVIGATION: NOTAM FILE SEG. SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45' W76°53.04' 088° 15.4 NM to fld. 620/08W. HIWAS. COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712. €3 €3

NDB (LOM) 356 001° 4.4 NM to Reading Rgnl/Carl A Spaatz Fld. RD SHIPPENSBURG (N42) 3 NE UTC-5(-4DT) N40°03.51' W77°27.73'

NOTAM FILE IPT

RWY 07-25: 2300X170 (TURF)

RWY 07: Thid dspicd 535'. Brush. RWY 25: Thid dsplcd 595', Railroad. AIRPORT REMARKS: Unattended. Rwy 07 and 25 dsplcd thids marked with white barrels. Rwy 07-25 ends and edges

marked with vellow barrels. COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712. SHOESTRING AVIATION AIRFIELD (See STEWARTSTOWN)

SKYHAVEN (See TUNKHANNOCK)

**SHAPP** N40°18.39′ W75°56.97′

SLATE RUN N41°30.77′ W77°58.21′

COMMUNICATIONS: CTAF/UNICOM 122.8

(S37)

RWY 10: Thid dspicd 167'. Tree.

COMMUNICATIONS: CTAF/UNICOM 123.05

S4

SLATINGTON

SMOKETOWN

370

(H) VORTAC 113.9 SLT Chan 86

RCO 122.1R 113.9T (ALTOONA RADIO)

380 B S4 FUEL 100LL, JET A NOTAM FILE IPT RWY 01-19: H2455X50 (ASPH) LIRL (NSTD) RWY 01: Thid dsplcd 352'. Trees.

Rwy 19 end Igts located outboard from rwy edges.

0 N

FUEL 100LL

RWY 10-28: H2400X50 (ASPH) S-12.5, D-12.5

NOTAM FILE AOO.

NOTAM FILE RDG.

RWY 19: Trees.

UTC-5(-4DT) N40°02.50′ W76°12.08′

RWY 28: Thid dspicd 110'.

NOTAM FILE IPT

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z‡, Sun 1800-2200Z‡.

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

AIRPORT REMARKS: Attended Mon-Sat daylgt hours. +977 ft hill 7700 ft from Rwy 19 thld. ACTIVATE LIRL Rwy 01-19 and rotating beacon—CTAF. Rwy 01-19 NSTD LIRL located 10 and 20 ft outboard from rwy edges respectively.

264° 25 NM to St. Marys Muni. 2320/08W.

(69N) 1 N UTC-5(-4DT) N40°45.82' W75°36.29'

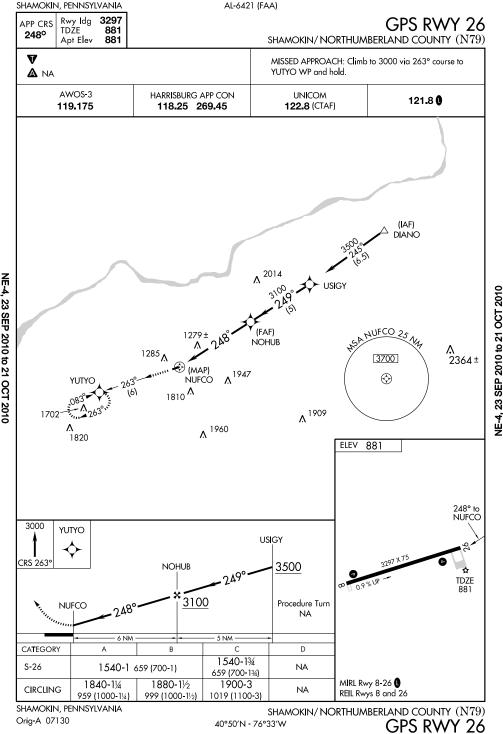
H-10H, L-30I

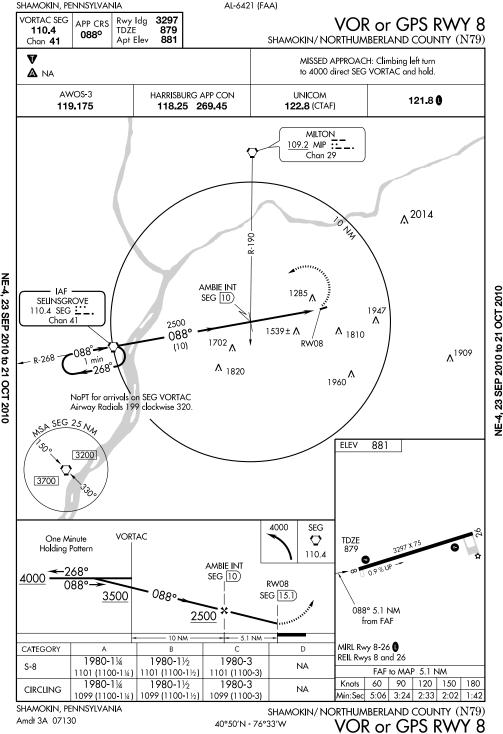
DETROIT

NEW YORK

NEW YORK

DETROIT





PENNSYLVANIA 262

3 NE

RWY 07: REIL. PAPI(P2L)-GA 3.0° TCH 56'. Trees. RWY 25: REIL. PVASI(PSIL)-GA 3.0° TCH 50'. Trees. RWY 14-32: 2695X204 (TURF-ASPH) 0.7% up SE RWY 14: Thid dsplcd 295', Road.

ACTIVATE REIL Rwy 07 and Rwy 25 dusk-dawn-CTAF.

WEATHER DATA SOURCES: AWOS-3 133.8 (814) 443-2114.

INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)

by 60' asph at intersection with Rwy 07-25 and parallel twy. Rwy 14-32 marked with wooden boundary markers. Rwy 14 dsplcd thld marked with yellow wooden boundary markers. MIRL Rwy 07-25,

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEVELAND CENTER APP/DEP CON 124.4 RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. INDIAN HEAD (L) VORTAC 108.2 IHD

Unusable 090°-150° bvd 20 NM.

(2G9)

B S2

RWY 07-25: H5002X75 (ASPH)

SOMERSET CO

2275

AIRPORT REMARKS: Attended 1300-2200Z‡. Arpt unattended New Years Day, Easter, Thanksgiving and Christmas Day, 24 hr

UTC-5(-4DT)

FUEL 100LL, JET A NOTAM FILE AOO

S-18 MIRL

self-service fueling avbl. Single-point refueling avbl on req. Rwy 14-32 CLOSED Dec 1-Apr 15, Check NOTAMS, Rwv 14-32 570'

STOYSTOWN NDB (MHW) 209 SYS N40°05.14' W78°54.99' 246° 5.3 NM to fld. NOTAM FILE AOO.

(See GETTYSBURG)

RWY 32: Trees.

PAPI Rwy 07 and PVASI Rwy 25 operate dusk-0500Z‡, after

N40°02.33' W79°00.90'

1.5% up SW

0500Z<sup>±</sup> and during dalgt hrs ACTIVATE rwv lgts and PVASI—CTAF.

Chan 19 N39°58.45′ W79°21.50′ 082° 16.3 NM to fld. 2820/06W.

€3 a

Class I, ARFF Index B. H-10H, 12J, L-30I

G G

DETROIT

H-10H, 12I, L-29D

ILS 108.7 I-SOZ Rwy 25. LOC unusable byd 18° left and right of course. SOUTHERN ADAMS CO HELIPORT

SPRING HILL (See STERLING)

STATE COLLEGE

UNIVERSITY PARK (UNV) 3 N UTC-5(-4DT) N40°50.96′ W77°50.92′

B S3 FUEL 100LL, JET A OX 4 TPA—(See Remarks)

NOTAM FILE UNV RWY 06-24: H6701X150 (ASPH-GRVD) S-50, D-110 PCN 44 F/B/X/U HIRL 0.6% up SW RWY 06: REIL. PAPI(P4L)-GA 3.0° TCH 44'. Rgt tfc.

RWY 24: MALSR (Unmonitored). PAPI(P4R)-GA 3.0° TCH 54'. Tree. RIINWAY DECLARED DISTANCE INFORMATION:

RWY 06: TORA-6701 TODA-6701 ASDA-6701 LDA-6701 RWY 24: TORA-6701 TODA-6701 ASDA-6701 LDA-6701 AIRPORT REMARKS: Attended continuously. Intensive student training 2.5 NM NE at Bellefonte arpt. Glider activity during dalgt hrs, all

Twy B between Twy C and Twy D. Twy J northwest of Twy A rstd to acft less than 12,500 lbs. . Ldg fee for single engine, multi engine acft and helicopters. WEATHER DATA SOURCES: AWOS-3 127.65 (814) 865-8799 SAWRS COMMUNICATIONS: CTAF/UNICOM 122.8

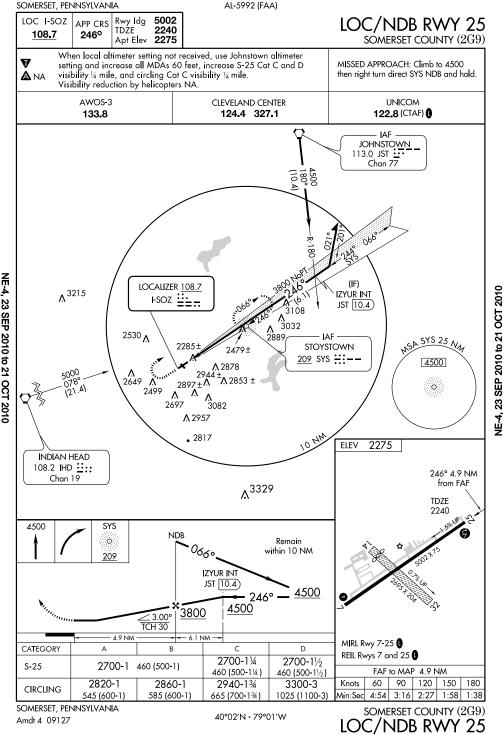
alt, within 10 NM, all directions, especially along ridge 2 NM west and north of arpt. Acft on either end Rwy 06-24 cannot be seen on other end due to rwy grade. Rwy 06-24 grvd portion of rwy

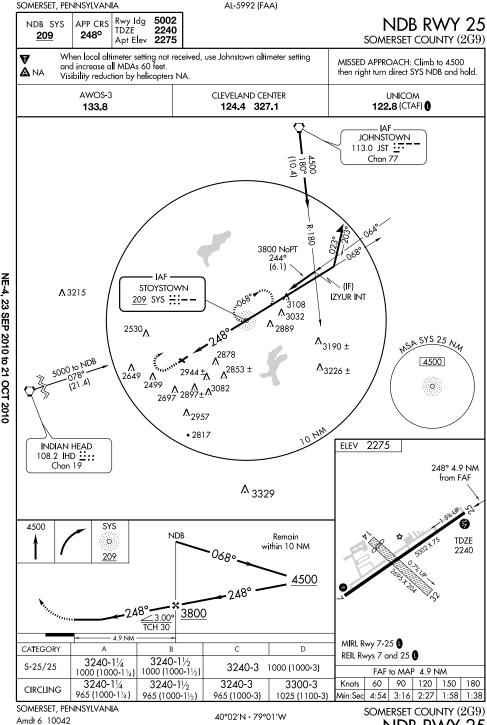
center 80'. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 814-865-5511. TPA 2200(961) single engine acft, 2700(1461) multi engine acft. ACTIVATE HIRL Rwy 06-24, REIL Rwy 06, MALSR Rwy 24 and twy Igts-CTAF. Deicing equipment avbl on deicing apron adjacent to

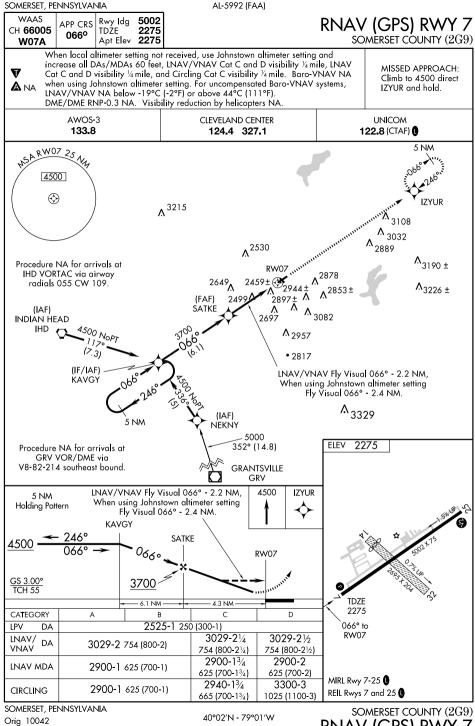
NEW YORK CENTER APP/DEP CON 134.8 **CLNC DEL** 118.55 AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. PHILIPSBURG (H) VORTAC 115.5

**PSB** Chan 102 N40°54.98′ W77°59.56′ 131° 7.7 NM to fld. 2440/10W. PENUE NDB (LOM) 388 UN N40°54.62' W77°44.51' 242° 6.1 NM to fld. NOTAM FILE UNV. ILS 111.7 I-UNV Rwv 24. Class IE. LOM PENUE NDB, ILS unmonitored 0430-11007±







2240

2275

AL-5992 (FAA)

# RNAV (GPS) RWY 25

SOMERSET COUNTY (2G9)

246° W25A Apt Elev 77

APP CRS

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WAAS

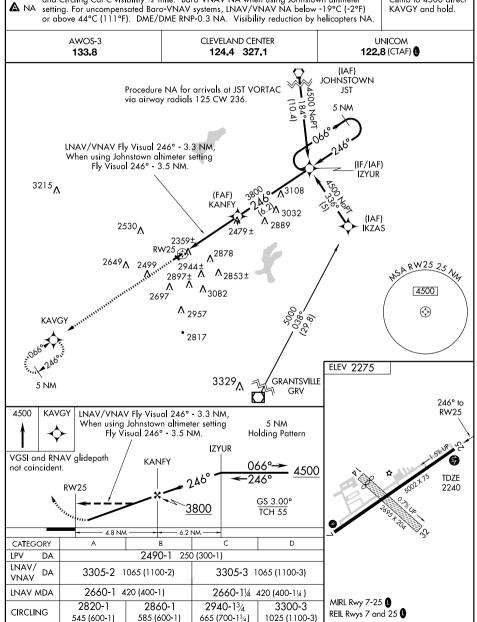
CH **82205** 

NE-4, 23 SEP 2010 to 21 OCT 2010

When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat C visibility 1/4 mile. Baro-VNAV NA when using Johnstown altimeter

MISSED APPROACH: Climb to 4500 direct KAVGY and hold.

VE-4, 23 SEP 2010 to 21 OCT 2010



SOMERSET, PENNSYLVANIA Orig 09127

40°02'N - 79°01'W

SOMERSET COUNTY (2G9)RNAV (GPS) RWY 25

259

DETROIT

IAP

H-10H, 12J, L-30J

RFFDSVILLE

(RVL) 5 NW UTC-5(-4DT) N40°40.64′ W77°37.61′

NOTAM FILE AOO.

S-33

MIRL

0.7% up E.

LOC only, ILS

087° 14.4 NM to Franklin Co Rgnl, 2340/07W

1300-1700Z‡. Nov 1-Mar 31 Mon-Fri 1300-2100Z‡, Sat 1300-1700Z±, CLOSED Sun, Open by appointment, Phone numbers posted on the office door for after hrs calls. Glider

FUEL 100LL, JET A NOTAM FILE IPT

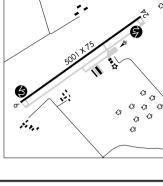
RWY 06: REIL, PVASI (PSIL)-GA 3.0° TCH 36', Trees. RWY 24: REIL. PVASI (PSIL)-GA 3.0° TCH 37'. Trees. AIRPORT REMARKS: Attended Apr 1-Oct 31 Mon-Fri 1300-2200Z±. Sat

RWY 06-24: H5001X75 (ASPH) S-60 MIRL

activity during summer months. Helicopters land on apron. ACTIVATE MIRL Rwv 06-24, PVASI and REIL Rwv 06 and Rwv 24-CTAF. WEATHER DATA SOURCES: AWOS-3 123.85 (717) 667-3993. COMMUNICATIONS: CTAF/UNICOM 122.7 NEW YORK CENTER APP/DEP CON 134.8

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98' W77°59.56' 141° 22 NM to fld. 2440/07W.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. STROH NDB (MHW/LOM) 407 RV N40°36.89' W77°43.08' 5.6 NM to fld. NOTAM FILE IPT. NDB unmonitored. ILS 109.3 I-RVL Rwy 06. LOM STROH NDB. LOC only. LOC and LOM unmonitored. LOC unusable byd 20° either side of course; byd 16 NM blo 4000 ft.



# VOR portion unusable 070°-085° byd 10 NM. RCO 122.1R 110.6T (ALTOONA RADIO)

**REVLOC** N40°32.79′ W78°44.82′

(L) VOR/DME 110.6 REC Chan 43

(See PALMYRA)

MIFFLIN CO

REIGLE FLD

RIDGE SOARING (See UNIONVILLE)

ROCK (See PITTSBURGH) ROCKY HILL ULTRALIGHT

(See CRESCO)

ROSTRAVER (See MONONGAHELA) ST MARYS MUNI (OYM) 3 SE UTC-5(-4DT)

**S4** FUEL 100LL, JET A NOTAM FILE AOO RWY 10-28: H4300X75 (ASPH-GRVD)

RWY 10: PAPI(P4L)-GA 3.0° TCH 40'. Road. RWY 28: MALS, PAPI(P4L)-GA 3.0° TCH 40', Trees. AIRPORT REMARKS: Attended Mon-Fri 1300-2100Z‡. ACTIVATE MIRL Rwy 10-28, PAPI Rwys 10 and 28, and MALS Rwy 28-CTAF. WEATHER DATA SOURCES: AWOS-3 118.05. (814) 834-9416. COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 121.3 (ALTOONA RADIO) **CLEVELAND CENTER APP/DEP CON 124.325** ALTOONA FSS CLNC DEL 121.3 RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. SLATE RUN (H) VORTAC 113.9 SLT Chan 86 N41°30.77' 264° 25 NM to fld. 2320/08W. W77°58.21′ ILS/DME 108.9 I-OYM Chan 26 Rwv 28.

unmonitored indef.

(L) VORTAC 115.0 THS

RCO 122 1R 115 OT (ALTOONA RADIO)

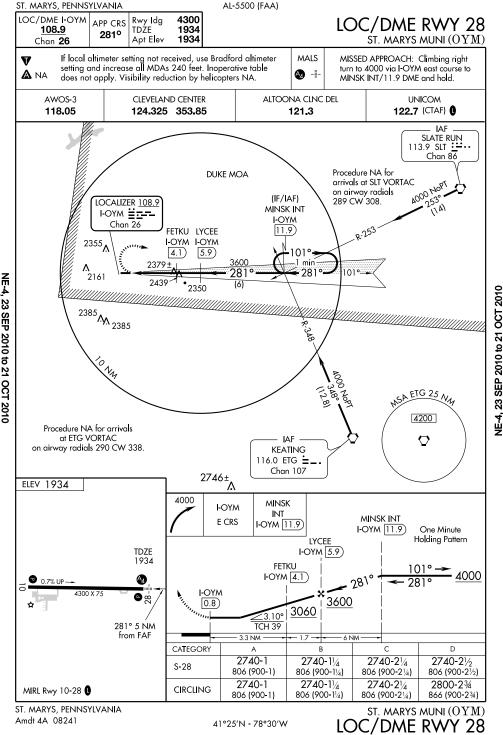
**ST THOMAS** N39°55.99′ W77°57.06′ NOTAM FILE AOO.

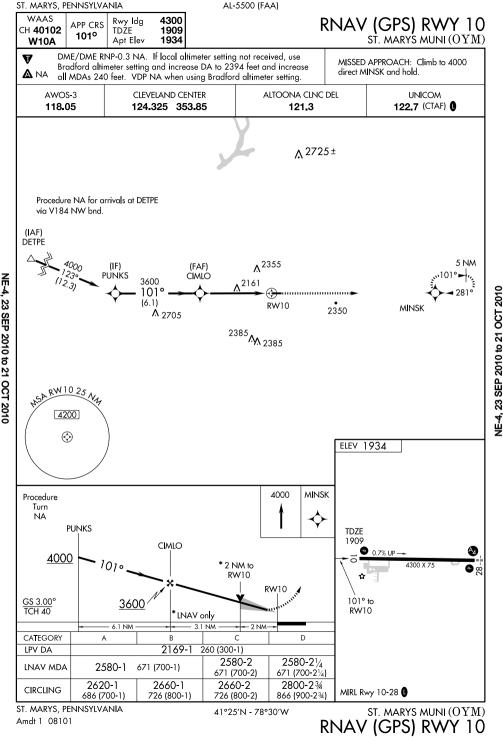
Chan 97

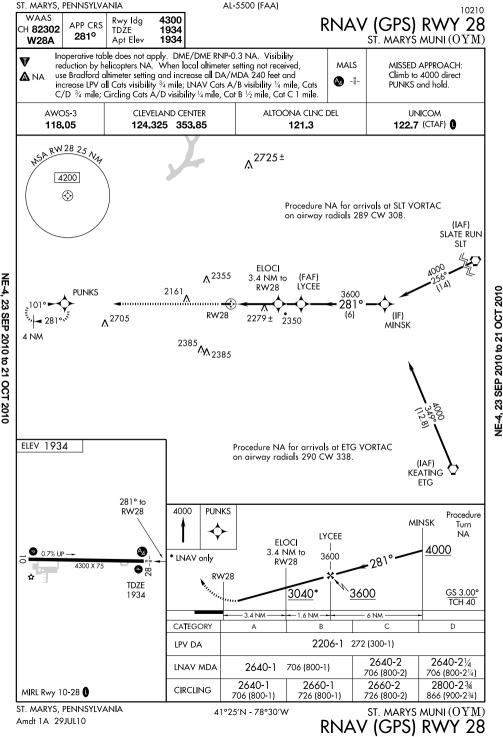
DETROIT 203°5.3 NM to Ebensburg. 2340/09W. I-29D

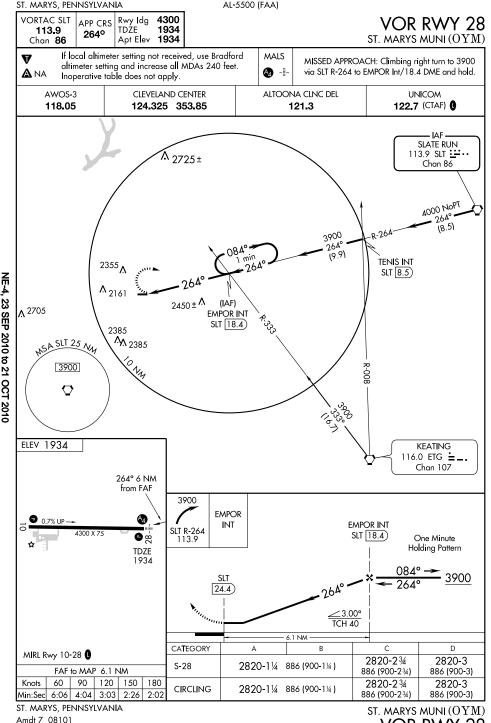
N41°24.75′ W78°30.16′ DETROIT L-301 IAP €3 4300 X 75 *~*3 - (3 (3 (3 43 €3 C3 C3 G G G 0 0 0 €3 G G

> WASHINGTON H-10H, L-29D, A









VOR RWY 28

> AIRPORT REMARKS: Attended 1300-2200Z‡. Arpt unattended New Years Day, Easter, Thanksgiving and Christmas Day, 24 hr

3 NE

RWY 07: REIL. PAPI(P2L)-GA 3.0° TCH 56'. Trees. RWY 25: REIL. PVASI(PSIL)-GA 3.0° TCH 50'. Trees. RWY 14-32: 2695X204 (TURF-ASPH) 0.7% up SE RWY 14: Thid dsplcd 295', Road.

14-32 CLOSED Dec 1-Apr 15, Check NOTAMS, Rwv 14-32 570' by 60' asph at intersection with Rwy 07-25 and parallel twy. Rwy

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEVELAND CENTER APP/DEP CON 124.4 RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. INDIAN HEAD (L) VORTAC 108.2 IHD

Unusable 090°-150° bvd 20 NM.

I-SOZ

(2G9)

B S2

RWY 07-25: H5002X75 (ASPH)

SOMERSET CO

2275

self-service fueling avbl. Single-point refueling avbl on req. Rwy

RWY 32: Trees.

UTC-5(-4DT)

FUEL 100LL, JET A NOTAM FILE AOO

S-18 MIRL

14-32 marked with wooden boundary markers. Rwy 14 dsplcd thld

STOYSTOWN NDB (MHW) 209 SYS N40°05.14' W78°54.99' 246° 5.3 NM to fld. NOTAM FILE AOO.

marked with yellow wooden boundary markers. MIRL Rwy 07-25, PAPI Rwy 07 and PVASI Rwy 25 operate dusk-0500Z‡, after

LOC unusable byd 18° left and right of course.

0500Z<sup>±</sup> and during dalgt hrs ACTIVATE rwv lgts and PVASI—CTAF. ACTIVATE REIL Rwy 07 and Rwy 25 dusk-dawn-CTAF.

N40°02.33' W79°00.90'

1.5% up SW

Chan 19 N39°58.45′ W79°21.50′ 082° 16.3 NM to fld. 2820/06W.

€3 a

Class I, ARFF Index B. H-10H, 12J, L-30I

G G

DETROIT

H-10H, 12I, L-29D

SOUTHERN ADAMS CO HELIPORT (See GETTYSBURG)

Rwy 25.

WEATHER DATA SOURCES: AWOS-3 133.8 (814) 443-2114.

INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)

SPRING HILL (See STERLING)

ILS 108.7

STATE COLLEGE

UNIVERSITY PARK (UNV) 3 N UTC-5(-4DT) N40°50.96′ W77°50.92′ B S3 FUEL 100LL, JET A OX 4 TPA—(See Remarks)

NOTAM FILE UNV RWY 06-24: H6701X150 (ASPH-GRVD) S-50, D-110 PCN 44 F/B/X/U HIRL 0.6% up SW

RWY 06: REIL. PAPI(P4L)-GA 3.0° TCH 44'. Rgt tfc. RWY 24: MALSR (Unmonitored). PAPI(P4R)-GA 3.0° TCH 54'. Tree. RIINWAY DECLARED DISTANCE INFORMATION:

RWY 06: TORA-6701 TODA-6701 ASDA-6701 LDA-6701 RWY 24: TORA-6701 TODA-6701 ASDA-6701 LDA-6701

alt, within 10 NM, all directions, especially along ridge 2 NM west and north of arpt. Acft on either end Rwy 06-24 cannot be seen on other end due to rwy grade. Rwy 06-24 grvd portion of rwy center 80'. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 814-865-5511. TPA 2200(961) single engine acft, 2700(1461) multi engine acft. ACTIVATE HIRL Rwy 06-24, REIL Rwy 06, MALSR Rwy 24 and twy Igts-CTAF. Deicing equipment avbl on deicing apron adjacent to Twy B between Twy C and Twy D. Twy J northwest of Twy A rstd to acft less than 12,500 lbs. . Ldg fee for single engine, multi engine acft and helicopters.

AIRPORT REMARKS: Attended continuously. Intensive student training 2.5 NM NE at Bellefonte arpt. Glider activity during dalgt hrs, all

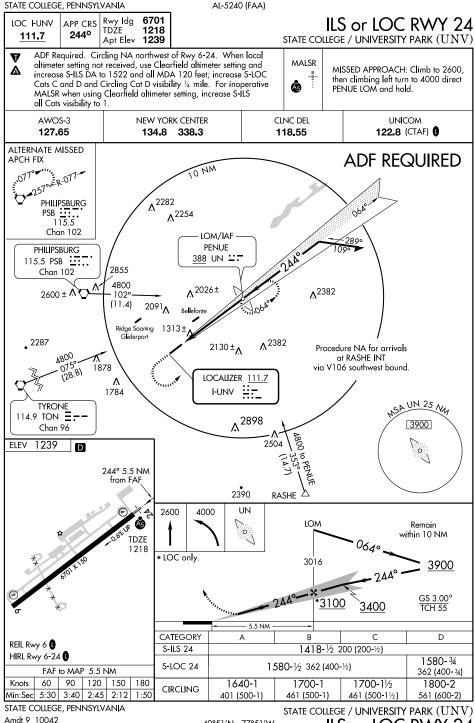
WEATHER DATA SOURCES: AWOS-3 127.65 (814) 865-8799 SAWRS COMMUNICATIONS: CTAF/UNICOM 122.8 NEW YORK CENTER APP/DEP CON 134.8 **CLNC DEL** 118.55

AIRSPACE: CLASS E svc continuous. RADIO AIDS TO NAVIGATION: NOTAM FILE AOO. PHILIPSBURG (H) VORTAC 115.5

**PSB** 

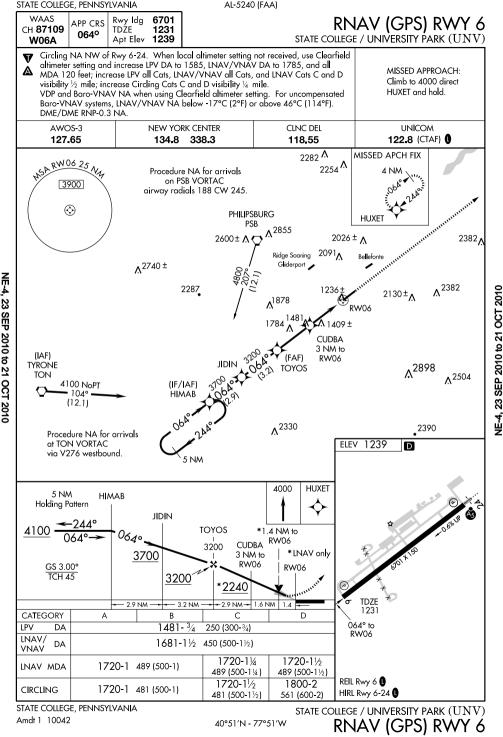
Chan 102 N40°54.98′ W77°59.56′ PENUE NDB (LOM) 388 UN N40°54.62' W77°44.51' 242° 6.1 NM to fld. NOTAM FILE UNV.

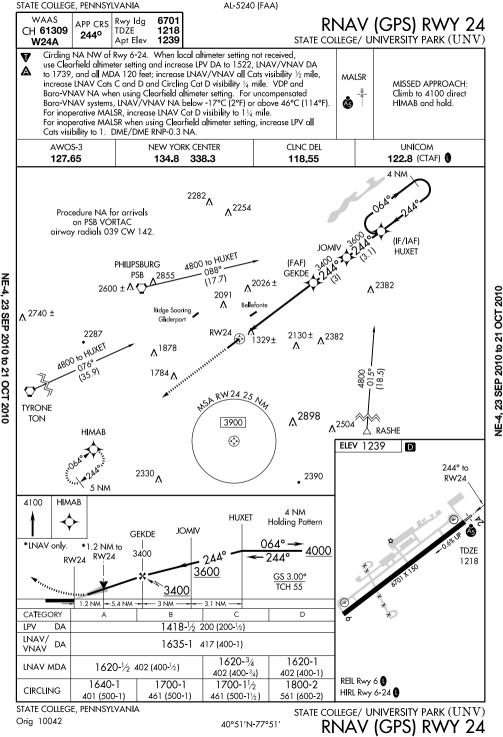
131° 7.7 NM to fld. 2440/10W. ILS 111.7 I-UNV Rwv 24. Class IE. LOM PENUE NDB, ILS unmonitored 0430-11007±

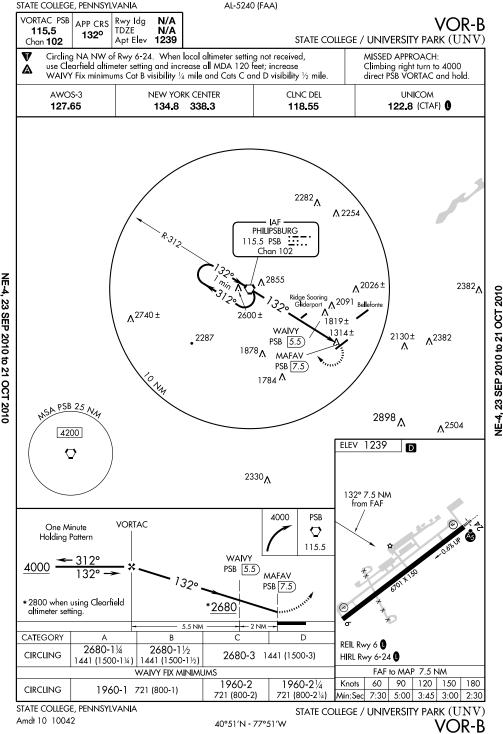


NE-4, 23 SEP 2010 to 21 OCT 2010

40°51′N - 77°51′W







PENNSYLVANIA 263 STERLING SPRING HILL (7ØN) 1 NW UTC-5(-4DT) N41°20.84′ W75°24.95′ NFW YORK FUEL 100LL NOTAM FILE IPT L-30K. 33A. 34H RWY 05-23: H2478X42 (ASPH) S-10 LIRL 2.4% up SW IAP RWY 05: Thid dsplcd 400'. Hill. RWY 23: Trees. AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z‡. For svc after hrs call 570-242-5771. Rwy 05 CLOSED ldg SS-SR. Deer on and invof arpt. Winter months call for rwy conditions. ACTIVATE LIRL Rwy 05-23 and rotating bcn-CTAF. COMMUNICATIONS: CTAF 122.9 (R) WILKES-BARRE APP/DEP CON 126.3 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT. LAKE HENRY (L) VORTACW 110.8 LHY Chan 45 N41°28.55′ W75°28.96′ 169° 8.3 NM to fld. 2320/10W. STEWARTSTOWN SHOESTRING AVIATION AIRFIELD (ØP2) 3 NW UTC-5(-4DT) N39°47.69′ W76°38.83′ WASHINGTON 1000 S4 NOTAM FILE IPT RWY 15-33 1000X100 (TURF) RWY 15: Thid dspicd 200', Tree, Rgt tfc. RWY 33: Thid dsplcd 500'. Tree. RWY 06-24 ULTRALIGHT: 1000X100 (TURF) RWY 06: ULTRALIGHT: Trees. RWY 24 ULTRALIGHT: Thid dsplcd 183'. Rgt tfc. AIRPORT REMARKS: Attended irregularly. Extensive ultralgt activity on and invof arpt. Ultralgts must use Rwy 06U-24U. Major airframe and powerplant repair for light sport acft only. Rwy 33 nstd dsplcd thld marked with one white patio block each side. Dsplcd thlds marked with one white payer each side. COMMUNICATIONS: CTAF 122.9 STONYFORK N41°41.72′ W77°25.19′ NOTAM FILE IPT. DETROIT (L) VOR/DME 108.6 SFK Chan 23 036° 2.2 NM to Wellsboro Johnston. 1985/08W. H-10H, L-30J RCO 122.1R 108.6T (WILLIAMSPORT RADIO) STOTTLE MEM HELIPORT (See HONEY GROVE) STOYSTOWN N40°05.14' W78°54.99' NOTAM FILE AOO. DETROIT NDB (MHW) 209 SYS 246° 5.3 NM to Somerset Co. Unusable 090°-150°beyond 20 NM. L-29D STROH N40°36.89' W77°43.08' NOTAM FILE IPT. DETROIT NDB (MHW/LOM) 407 RV 058° 5.6 NM to Mifflin Co. L-30J NDB unmonitored.

STROUDSBURG-POCONO (See EAST STROUDSBURG) SUNBURY

SUNBURY (71N) 2 NE UTC-5(-4DT) N40°53.51′ W76°46.73′ S2 NOTAM FILE IPT RWY 05-23: 3250X250 (TURF) RWY 23: Tree.

RWY 05: Thid dspicd 1050'. Trees. COMMUNICATIONS: CTAF 122.9

. . . . . . . . . . . . **TIDIOUTE** N41°42.78′ W79°25.04′

RCO 122 1R 117 6T (ALTOONA RADIO)

5000%

(H11)

AIRPORT REMARKS: Attended irregularly. Glider ops on and in vicinity of arpt. Mountain 560 ft AGL .5 miles east apch end Rwv 23. Treeline borders south end. Rwv 05-23 outlined with white patio blocks.

SUNBURY SPB 3 NE UTC-5(-4DT) N40°54.79′ W76°43.98′ S2 FUEL 100LL NOTAM FILE IPT WATERWAY 07-25: 5000X250 (WATER) WATERWAY 25: Rgt tfc. SEAPLANE REMARKS: Attended Jun-Aug irregularly dalgt hrs. Rwy 07-25 -ridge line of 850 ft MSL running parallel to rwy on S side. COMMUNICATIONS: CTAF 122.9

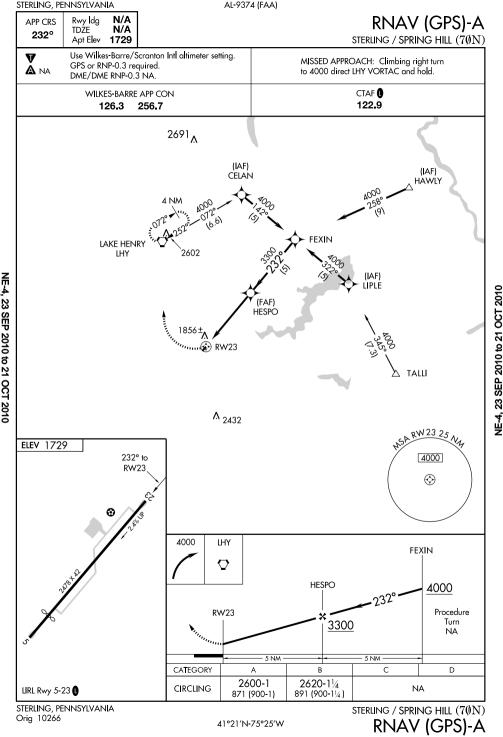
NOTAM FILE AOO.

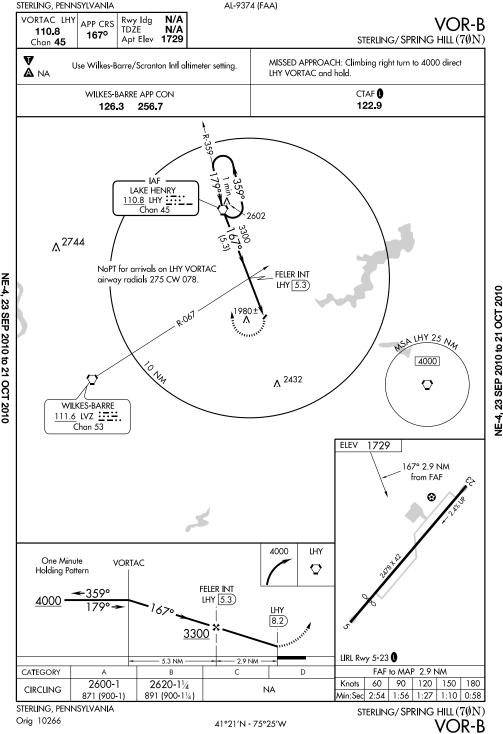
**NEW YORK** 

**NEW YORK** 

L-30H

DETROIT (L) VORTAC 117.6 TDT Chan 123 256° 15.9 NM to Titusville, 1710/09W. DME unusable 041°-051° bvd 30 NM blo 4000′: 305°-340° bvd 24 NM blo 3500′: 340°-005° bvd 24 NM blo





3 W UTC-5(-4DT) N41°36.53' W79°44.48'

MIRL

1.3% up N

0.3.3°

RWY 18-36: H4902X75 (ASPH) S-12.5 RWY 18: Trees RWY 36: Trees.

(6G1)

TITUSVILLE

1600 B S2 FUEL 100LL, JET A NOTAM FILE A00

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z‡. For fuel after hrs

call 814-827-7664, 814-827-8795, 814-827-9157. Birds and

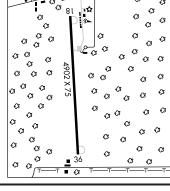
deer on and invof arpt. Ultralights on and invof arpt. Radio controlled acft invof arpt. Gyro ops invof arpt last Sat every

month. ACTIVATE MIRL Rwy 18-36-CTAF. Landing fee. Landing fee for business twins and helicopters waived for fuel purchase. COMMUNICATIONS: CTAF 122.9

R YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z‡) CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z±)

TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78' W79°25.04' 256° 15.9 NM to fld. 1710/09W. FRANKLIN (L) VOR 109.6 FKL N41°26.32′ W79°51.41′ 11.5 NM to fld. NOTAM FILE FKL. HIWAS.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.



DETROIT

€3

L-30H

IAP

## TOUGHKENAMON (N57)

TOTAL RE HELIPORT

NEW GARDEN

В S4 FUEL 80, 100LL NOTAM FILE IPT

RWY 06-24: H3695X50 (ASPH) LIRL (NSTD)

RWY 06: Trees. RWY 24: Building.

AIRPORT REMARKS: Attended 1300-2200Z‡. For assistance after hrs ctc 610-444-0186, Landing fee, No landing fee, if fuel is purchased. Glider ops weekends. Wide Idg gear acft exit rwy at east end. Turn around avbl on west end. No take off from turf

(See BENSALEM)

crosswind, Rwy 06-24 NSTD LIRL due to placement-not centered on rwy surface. Rwy closest to lgts on northwest side. Rwy end Igts outboard from edges.

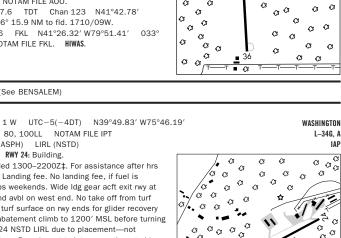
surface. Rwv 06-24 turf surface on rwv ends for glider recovery only. Rwy 06 noise abatement climb to 1200' MSL before turning

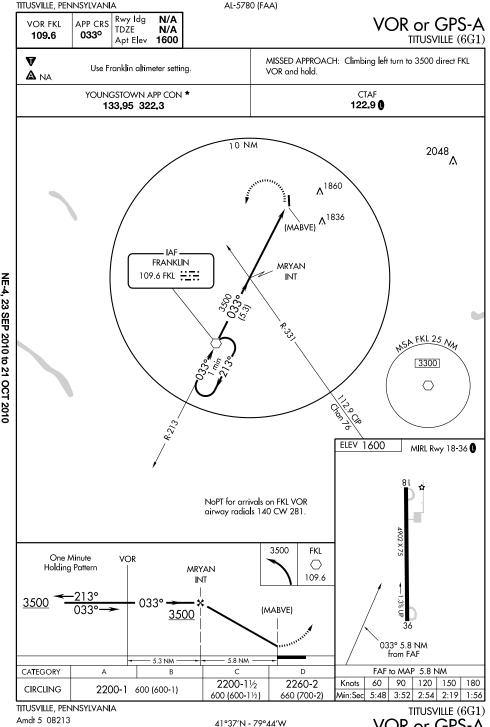
COMMUNICATIONS: CTAF/UNICOM 123.05 MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)

(R) PHILADELPHIA APP/DEP CON 124.35 CLNC DEL 125.6 TF

800-354-9884 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT

MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08' W75°40.25' 230° 7.0 NM to fld. 474/09W.





3 W UTC-5(-4DT) N41°36.53' W79°44.48'

MIRL

1.3% up N

0.3.3°

RWY 18-36: H4902X75 (ASPH) S-12.5 RWY 18: Trees RWY 36: Trees.

(6G1)

TITUSVILLE

1600 B S2 FUEL 100LL, JET A NOTAM FILE A00

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z‡. For fuel after hrs

call 814-827-7664, 814-827-8795, 814-827-9157. Birds and

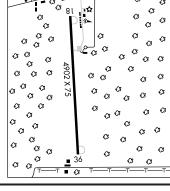
deer on and invof arpt. Ultralights on and invof arpt. Radio controlled acft invof arpt. Gyro ops invof arpt last Sat every

month. ACTIVATE MIRL Rwy 18-36-CTAF. Landing fee. Landing fee for business twins and helicopters waived for fuel purchase. COMMUNICATIONS: CTAF 122.9

R YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z‡) CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z±)

TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78' W79°25.04' 256° 15.9 NM to fld. 1710/09W. FRANKLIN (L) VOR 109.6 FKL N41°26.32′ W79°51.41′ 11.5 NM to fld. NOTAM FILE FKL. HIWAS.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.



DETROIT

€3

L-30H

IAP

## TOUGHKENAMON (N57)

TOTAL RE HELIPORT

NEW GARDEN

В S4 FUEL 80, 100LL NOTAM FILE IPT

RWY 06-24: H3695X50 (ASPH) LIRL (NSTD)

RWY 06: Trees. RWY 24: Building.

AIRPORT REMARKS: Attended 1300-2200Z‡. For assistance after hrs ctc 610-444-0186, Landing fee, No landing fee, if fuel is purchased. Glider ops weekends. Wide Idg gear acft exit rwy at east end. Turn around avbl on west end. No take off from turf

(See BENSALEM)

crosswind, Rwy 06-24 NSTD LIRL due to placement-not centered on rwy surface. Rwy closest to lgts on northwest side. Rwy end Igts outboard from edges.

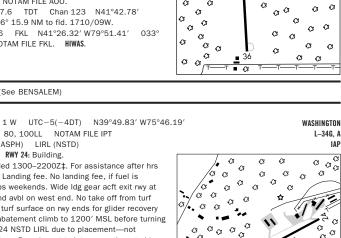
surface. Rwv 06-24 turf surface on rwv ends for glider recovery only. Rwy 06 noise abatement climb to 1200' MSL before turning

COMMUNICATIONS: CTAF/UNICOM 123.05 MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)

(R) PHILADELPHIA APP/DEP CON 124.35 CLNC DEL 125.6 TF

800-354-9884 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT

MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08' W75°40.25' 230° 7.0 NM to fld. 474/09W.



TOUGHKENAMON, PENNSYLVANIA AL-5801 (FAA) VORTAC MXE Rwy Idg 3695 VOR RWY 24 APP CRS 113.2 TDŹE 436 230° TOUGHKENAMON/ NEW GARDEN (N57)Apt Elev 436 Chan **79** V Obtain local altimeter on CTAF; when not recieved, MISSED APPROACH: Climbing right turn to 2000 direct MXE 🛕 NA use Wilmington altimeter setting. VORTAC and hold. CLNC DEL PHILADELPHIA APP CON UNICOM 125,6 124.35 319.15 123.05 (CTAF) Λ<sup>1485</sup> (IAF) (0 HM FROSE 200 Hori 1,50 IAF MODENA 113.2 MXE Chan 79 MSA MXE 25 Ny 2500 Λ<sub>668</sub> 2100 ELEV 436 230° 6.7 NM 2000 MXE VORTAC One Minute from FAF  $\Diamond$ Holding Pattern 113.2 2000 6.7 TDZE 436 6.7 NM CATEGORY C D 940-11/2 S-24 940-1 504 (600-1) NA 504 (600-11/2) 960-11/2 CIRCLING 960-1 524 (600-1) NA 524 (600-11/2)

90 6:42 4:28 TOUGHKENAMON, PENNSYLVANIA Amdt 7B 08213

FAF to MAP 6.7 NM

120 | 150 | 180

3:21 2:41

LIRL Rwy 6-24

60

Knots

Min:Sec

NE-4, 23 SEP 2010 to 21 OCT 2010

604 (700-1%) TOUGHKENAMON/ NEW GARDEN (N57)VOR RWY 24

1020-11/2

584 (600-11/2)

1040-134

NA

NA

NE-4, 23 SEP 2010 to 21 OCT 2010

39°50′N-75°46′W

1020-1 584 (600-1)

1040-1 604 (700-1)

S-24

**CIRCLING** 

WILMINGTON ALTIMETER SETTING MINIMUMS

NEW YORK

L-30J

IAP

# TOWANDA

BRADFORD CO (N27) 2 S UTC-5(-4DT) N41°44.40′ W76°26.83′

RWY 23: REIL, PAPI(P2L)-GA 3.0° TCH 37', Trees.

В S4

AIRPORT REMARKS: Attended 1300-2300Z‡. For svc after hrs call 570-637-4899, 570-265-2629 or 607-857-3025. Ultralight activity on and invof. ACTIVATE HIRL Rwv 05-23. REIL Rwvs 05 and 23 -123.0.

RWY 05-23: H4300X75 (ASPH) S-12 HIRL

COMMUNICATIONS: CTAF/UNICOM 123.0

RWY 05: REIL, PAPI(P2L)—GA 3.0° TCH 41', Trees.

BINGHAMTON APP/DEP CON 118.6 (1100-0500Z±) NEW YORK CENTER APP/DEP CON 132.175 (0500-1100Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

FUEL 100LL, JET A OX 4 NOTAM FILE IPT

0.4% up SW

BINGHAMTON (L) VORTAC 112.2 CFB Chan 59 N42°09.45' W76°08.19' 219° 28.6 NM to fld. 1583/10W.

C3 C3 G G €3 03 03 03 G.

# TOWER CITY BENDIGO

NOTAM FILE IPT RWY 05-23: H2325X60 (ASPH-CONC) S-12.5 HIRI

AIRPORT REMARKS: Unattended, For attendance on call phone

RWY 05: Trees. RWY 23: VASI(V2R)—GA 3.0 TCH 25', Thid dspicd 196', Tree.

717-647-7367. Arpt may be clsd to transient acft Dec-Apr. Check NOTAMS and call 610-413-7428 for arpt conditions. ACTIVATE HIRL Rwv 05-23-CTAF.

COMMUNICATIONS: CTAF 122.9 (R) HARRISBURG APP/DEP CON 126.45 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20'

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) WILKES-BARRE APP/DEP CON 124.5

W76°35.96' 091° 1.8 NM to fld. 1150/11W. COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

TUNKHANNOCK **SKYHAVEN** (76N) 1 S UTC-5(-4DT)

(74N) 2 S UTC-5(-4DT) N40°33.51′ W76°33.57′ NFW YORK L-30J IAP

N41°31.75′ W75°56.81′ FUEL 100LL

TPA-1600(961) NOTAM FILE IPT RWY 01-19: H2007X50 (ASPH) S-12.5 RWY 01: Thid dspicd 225'. Tree. RWY 19: Thid dspicd 438'. Pole.

AIRPORT REMARKS: Attended 1300Z‡-dusk. Parachute Jumping. For service after hrs phone 570-836-3884 or 570-237-6374.

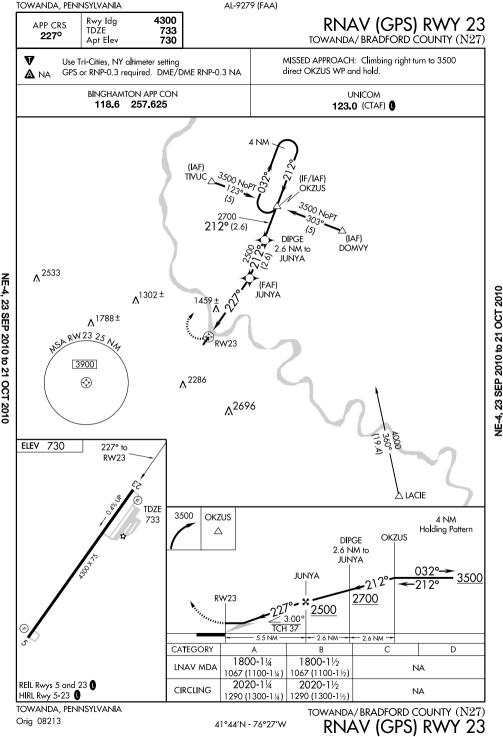
**TYRONE** N40°44.11′ W78°19.88′ NOTAM FILE AOO .

DETROIT

**NEW YORK** 

(L) VORTAC 114.9 TON Chan 96 058° 14.3 NM to Mid-State, 2630/07W. RCO 122.1R 114.9T (ALTOONA RADIO)

L-301



NEW YORK

L-30J

IAP

# TOWANDA

BRADFORD CO (N27) 2 S UTC-5(-4DT) N41°44.40′ W76°26.83′

RWY 23: REIL, PAPI(P2L)-GA 3.0° TCH 37', Trees.

В S4

AIRPORT REMARKS: Attended 1300-2300Z‡. For svc after hrs call 570-637-4899, 570-265-2629 or 607-857-3025. Ultralight activity on and invof. ACTIVATE HIRL Rwv 05-23. REIL Rwvs 05 and 23 -123.0.

RWY 05-23: H4300X75 (ASPH) S-12 HIRL

COMMUNICATIONS: CTAF/UNICOM 123.0

RWY 05: REIL, PAPI(P2L)—GA 3.0° TCH 41', Trees.

BINGHAMTON APP/DEP CON 118.6 (1100-0500Z±) NEW YORK CENTER APP/DEP CON 132.175 (0500-1100Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

FUEL 100LL, JET A OX 4 NOTAM FILE IPT

0.4% up SW

BINGHAMTON (L) VORTAC 112.2 CFB Chan 59 N42°09.45' W76°08.19' 219° 28.6 NM to fld. 1583/10W.

C3 C3 G G €3 03 03 03 G.

# TOWER CITY BENDIGO

NOTAM FILE IPT RWY 05-23: H2325X60 (ASPH-CONC) S-12.5 HIRI

AIRPORT REMARKS: Unattended, For attendance on call phone

RWY 05: Trees. RWY 23: VASI(V2R)—GA 3.0 TCH 25', Thid dspicd 196', Tree.

717-647-7367. Arpt may be clsd to transient acft Dec-Apr. Check NOTAMS and call 610-413-7428 for arpt conditions. ACTIVATE HIRL Rwv 05-23-CTAF.

COMMUNICATIONS: CTAF 122.9 (R) HARRISBURG APP/DEP CON 126.45 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20'

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) WILKES-BARRE APP/DEP CON 124.5

W76°35.96' 091° 1.8 NM to fld. 1150/11W. COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

TUNKHANNOCK **SKYHAVEN** (76N) 1 S UTC-5(-4DT)

(74N) 2 S UTC-5(-4DT) N40°33.51′ W76°33.57′ NFW YORK L-30J IAP

N41°31.75′ W75°56.81′ FUEL 100LL

TPA-1600(961) NOTAM FILE IPT RWY 01-19: H2007X50 (ASPH) S-12.5 RWY 01: Thid dspicd 225'. Tree. RWY 19: Thid dspicd 438'. Pole.

AIRPORT REMARKS: Attended 1300Z‡-dusk. Parachute Jumping. For service after hrs phone 570-836-3884 or 570-237-6374.

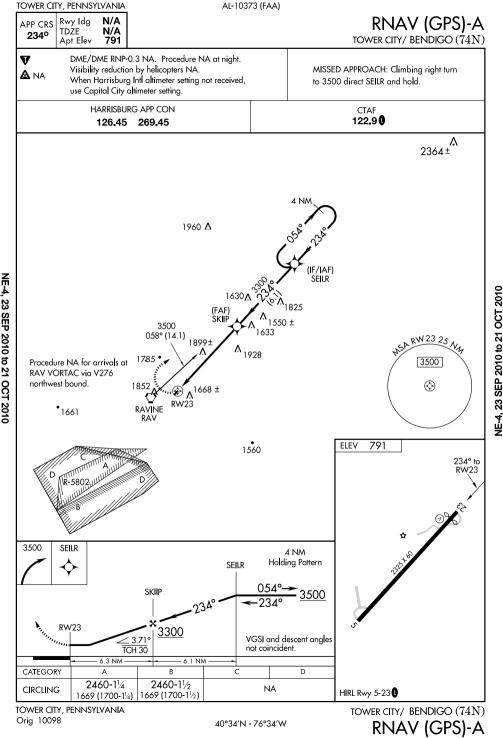
**TYRONE** N40°44.11′ W78°19.88′ NOTAM FILE AOO .

DETROIT

**NEW YORK** 

(L) VORTAC 114.9 TON Chan 96 058° 14.3 NM to Mid-State, 2630/07W. RCO 122.1R 114.9T (ALTOONA RADIO)

L-301



## UNIONVILLE RIDGE SOARING (79N)

815 FUEL 100LL

NOTAM FILE AOO RWY 07-25: 3322X150 (ASPH-TURF) RWY 07: Thid dspicd 725'. Tree. RWY 25: Thid dspicd 470'. Trees.

AIRPORT REMARKS: Attended Mar-Nov 1400-2200Z‡. Designated gliderport. Ditch obstructs turf ldg sfc 1738 ft

2 SW UTC-5(-4DT) N40°53.04′ W77°54.43′

COMM/NAV/WEATHER REMARKS: Communications with arpt avbl on 123.3 Aviation Instructional frequency.

inbound from Rwy 25. Rwy 07 end and sides marked with yellow cones. Rwy 25 turf area mowed but aprch end

and thid unmarked. W end Rwy 07-25 1367 ft by 100 ft turf; east end rwy 345 ft by 100 ft turf; center portion contains asph/grvl strip 1953 ft by 20 ft both north and south side. Marked with yellow cones. Rwy 07-25

centerline runs along south edge of paved strip. **COMMUNICATIONS: CTAF 122.9** 

UNIVERSITY PARK (See STATE COLLEGE)

VANSANT (See ERWINNA)

VENANGO RGNL

(See FRANKLIN)

WASHINGTON CO (AFJ)

3 SW UTC-5(-4DT) N40°08.19' W80°17.41'

FUEL 100LL, JET A OX 1.3

NOTAM FILE AFJ RWY 09-27: H5000X100 (ASPH) S-40, D-60, 2D-90

RWY 09: Trees.

RWY 27: REIL. Hill. AIRPORT REMARKS: Attended 1100-0200Z‡. Deer and turkey on and invof rwy. 185' hill/trees 3209' from thld Rwy 09. 282' hill/trees

6978' from thid Rwy 27. HIRL Rwy 09-27 and REIL Rwy 27 opr dusk-0200Z‡; after 0200Z‡ ACTIVATE-CTAF. VASI Rwys 09 and 27 opr 24 hrs. Rwy 27 VASI restricted to category A and B acft

only. WEATHER DATA SOURCES: AWOS-3 119.175 (724) 228-3529.

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) PITTSBURGH APP/DEP CON 119.35 **CLNC DEL** 127.3

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC. ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72'

W80°02.45' 242° 14.3 NM to fld. 1290/09W. HIWAS. WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.59' W80°34.12' 127° 14.8 NM to fld. 1269/07W, NOTAM FILE

ILS/DME 110.3 I-AFJ Chan 40 Rwy 27.

ERIE CO (3G1) 3 NW UTC-5(-4DT) N42°02.67' W79°51.24'

RWY 09-27: H3030X60 (ASPH) RWY N9. Trees

W80°17.56' 091° 19.7 NM to fld. 800/06W.

RADIO AIDS TO NAVIGATION: NOTAM FILE ERI.

(LOC only).

ERIE (L) VORTAC 109.4 ERI Chan 31 N42°01.04'

n

€3

Mohile Home

3030 X 60

DETROIT

DETROIT

DETROIT

**(3** 

L-30H

IAP

H-10H. 12I. L-29C

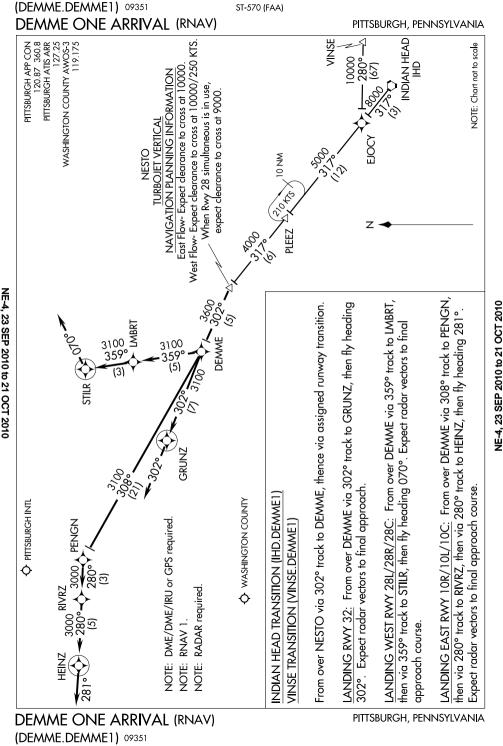
COMMUNICATIONS: CTAF 122.9

AIRPORT REMARKS: Unattended. Groundskeeper on station, no svcs. Small birds and deer on and invof rwy. For arpt conditions 25 Dec-31 Mar ctc arpt manager 814-739-2456.

FUEL 80 NOTAM FILE AOO S-12.5

WATTSBURG

HI G

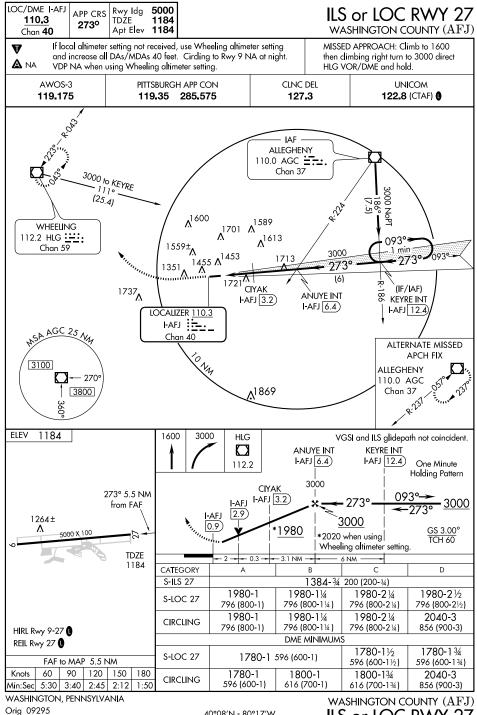


**ONF** 

**ARRIVAL** 

(RNAV)

PITTSBURGH, PENNSYLVANIA



AL-5148 (FAA)

NE-4, 23 SEP 2010 to 21 OCT 2010

WASHINGTON, PENNSYLVANIA

(NESTO.NESTO2) 02164 **NESTO TWO ARRIVAL** PITTSBURGH, PENNSYLVANIA ST-570 (FAA)

## ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence.... ....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after

**NESTO INT.** ....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct

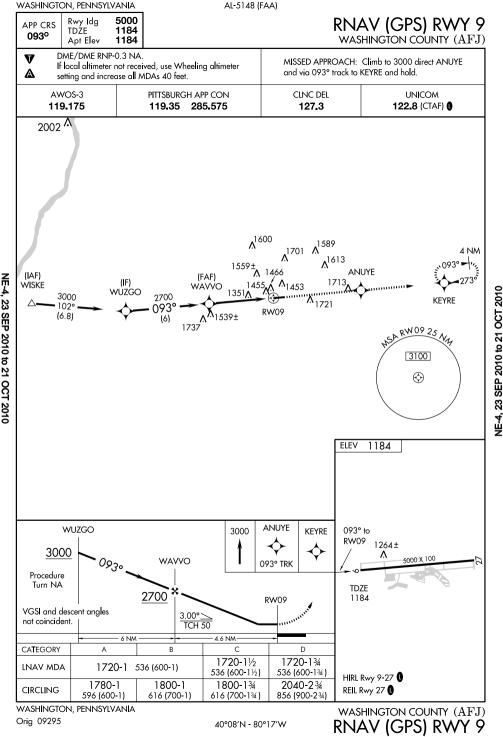
AGC airport. EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct

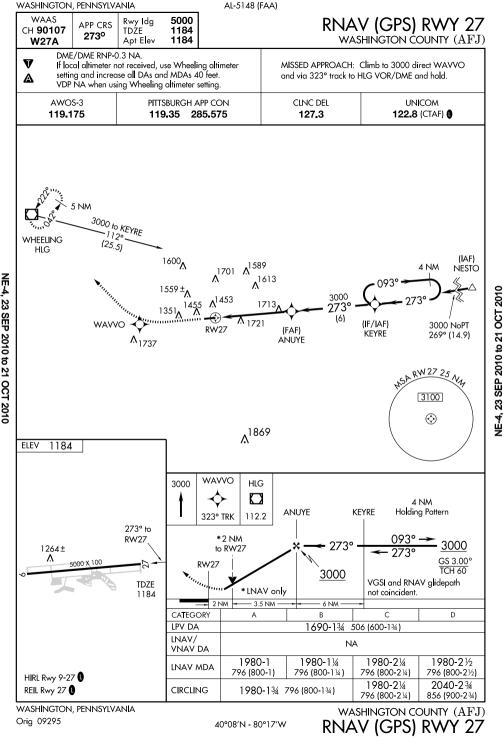
AGC airport. ....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

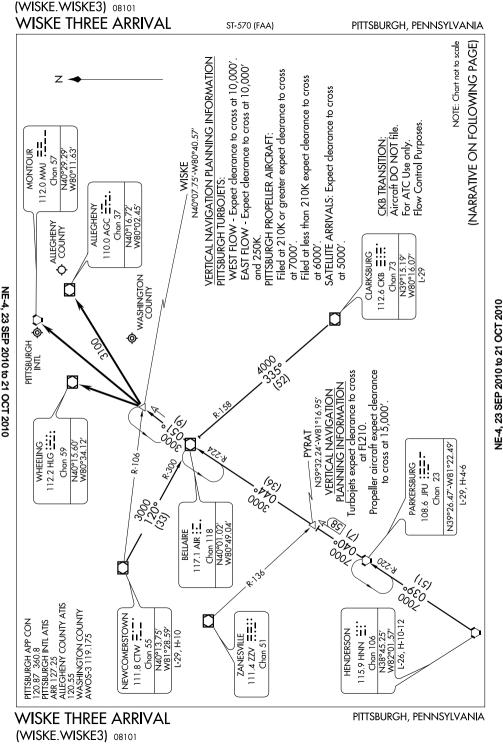
...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

**NESTO TWO ARRIVAL** (NESTO.NESTO2) 02164

NE-4, 23 SEP 2010 to 21 OCT 2010







23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT

R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . . NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT.

Thence. . . .

PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:

For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT. For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County. For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

CINCINNATI

1-29C

DETROIT

NEW YORK

L-30J

IAP

IAP

# **PENNSYLVANIA**

WAYNESBURG

2 E UTC-5(-4DT) N39°54.07′ W80°07.84′ S4 FUEL 100LL NOTAM FILE AOO RWY 09-27: H3500X75 (ASPH) S-12 MIRL

RWY 09: Trees. RWY 27: VASI(V4R)-GA 4.0°TCH 28', Trees. AIRPORT REMARKS: Attended Mon-Fri 1330Z‡-2130Z‡, Sat-Sun 1400-2200. For svc after hrs ctc 724-627-8357.

724-998-3879 or 724-852-1553. Ground drops off sharply east end Rwy 09-27. Deer and birds on and invof rwy. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) CLEVELAND CENTER APP/DEP CON 126 95 RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

(WAY)

**GREENE CO** 

ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72' W80°02.45′ 199° 23.0 NM to fld. 1290/09W.

4 SW UTC-5(-4DT) N41°43.67' W77°23.79'

a Maximum Security €3 3500 X 75 €3 Fò €3 03 C3 €3 €3 43

## RWY 10-28: H3597X60 (ASPH) MIRL RWY 10: REIL, PAPI(P2L)—GA 3.0° TCH 40', Trees. RWY 28: REIL, PAPI(P2L)—GA 3.0° TCH 40', Trees. AIRPORT REMARKS: Attended Mon-Sat 1500-2200Z‡. Sun 1800-2200Z‡. Bcn ops dusk-0700Z‡. ACTIVATE MIRL Rwy 10-28, REIL Rwvs 10 and 28 and rotating bcn after 0700Z±—CTAF, REIL Rwv 10 OTS indef, REIL Rwv 28 OTS

B FUEL 100LL

indef. COMMUNICATIONS: CTAF/UNICOM 122.8 R ELMIRA APP/DEP CON 119.45 (1100-0500Z±)

(R) NEW YORK CENTER APP/DEP CON 133.35 (0500-1100Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

(N38)

NOTAM FILE IPT

WELLSBORO

WELLSBORO JOHNSTON

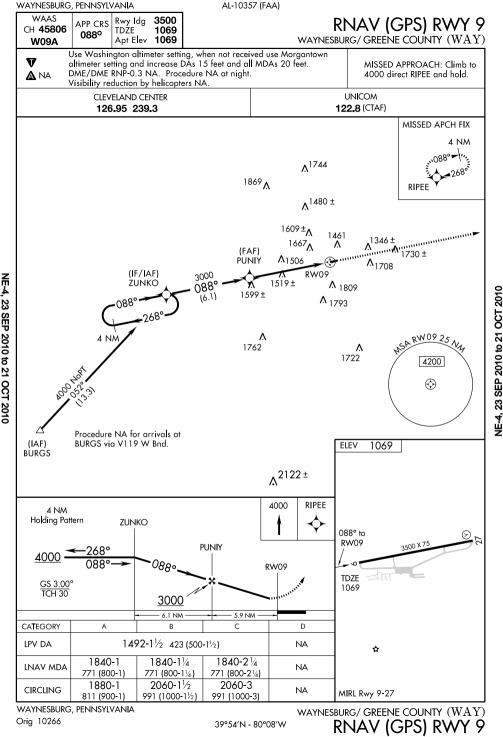
\$TONYFORK (L) VOR/DME 108.6 SFK Chan 23 N41°41.72′ W77°25.19′ 036° 2.2 NM to fld. 1985/08W. WELLSVILLE

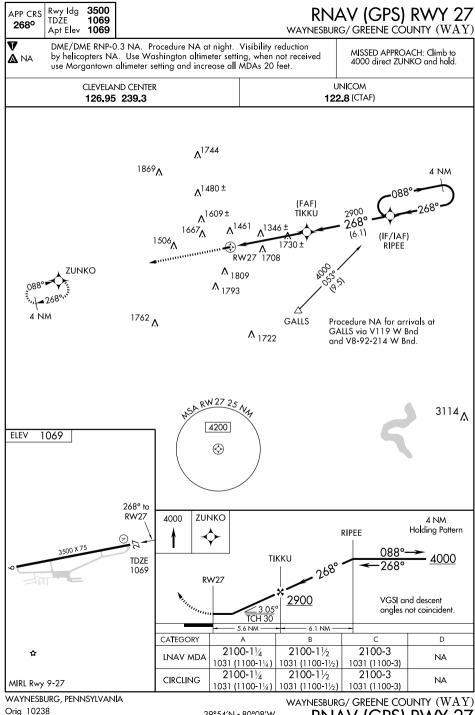
KAMPEL 2 W UTC-5(-4DT) N40°02.91' W76°58.68' S1 FUEL 100LL NOTAM FILE IPT

RWY 05-23: 2500X100 (TURF) RWY 05. Tank RWY 23: Thid dspicd 300'. Trees.

COMM/NAV/WEATHER REMARKS: For pickup clearance TE 800-932-0712

AIRPORT REMARKS: Attended Apr-Nov Mon-Sat 1300-2200Z±. Arpt CLOSED to transient acft Dec-Mar. Rwy 05-23 marked with yellow cones. Rwy 23 dsplcd thlds marked with 2 yellow cones each side of rwy. COMMUNICATIONS: CTAF 122 9





NE-4, 23 SEP 2010 to 21 OCT 2010

AL-10357 (FAA)

RNAV (GPS) RWY 27 39°54'N - 80°08'W

NE-4, 23 SEP 2010 to 21 OCT 2010

WAYNESBURG, PENNSYLVANIA

CINCINNATI

1-29C

DETROIT

NEW YORK

L-30J

IAP

IAP

# **PENNSYLVANIA**

WAYNESBURG

2 E UTC-5(-4DT) N39°54.07′ W80°07.84′ S4 FUEL 100LL NOTAM FILE AOO RWY 09-27: H3500X75 (ASPH) S-12 MIRL

RWY 09: Trees. RWY 27: VASI(V4R)-GA 4.0°TCH 28', Trees. AIRPORT REMARKS: Attended Mon-Fri 1330Z‡-2130Z‡, Sat-Sun 1400-2200. For svc after hrs ctc 724-627-8357.

724-998-3879 or 724-852-1553. Ground drops off sharply east end Rwy 09-27. Deer and birds on and invof rwy. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) CLEVELAND CENTER APP/DEP CON 126 95 RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

(WAY)

**GREENE CO** 

ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72' W80°02.45′ 199° 23.0 NM to fld. 1290/09W.

4 SW UTC-5(-4DT) N41°43.67' W77°23.79'

a Maximum Security €3 3500 X 75 €3 Fò €3 03 C3 €3 €3 43

## RWY 10-28: H3597X60 (ASPH) MIRL RWY 10: REIL, PAPI(P2L)—GA 3.0° TCH 40', Trees. RWY 28: REIL, PAPI(P2L)—GA 3.0° TCH 40', Trees. AIRPORT REMARKS: Attended Mon-Sat 1500-2200Z‡. Sun 1800-2200Z‡. Bcn ops dusk-0700Z‡. ACTIVATE MIRL Rwy 10-28, REIL Rwvs 10 and 28 and rotating bcn after 0700Z±—CTAF, REIL Rwv 10 OTS indef, REIL Rwv 28 OTS

B FUEL 100LL

indef. COMMUNICATIONS: CTAF/UNICOM 122.8 R ELMIRA APP/DEP CON 119.45 (1100-0500Z±)

(R) NEW YORK CENTER APP/DEP CON 133.35 (0500-1100Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

(N38)

NOTAM FILE IPT

WELLSBORO

WELLSBORO JOHNSTON

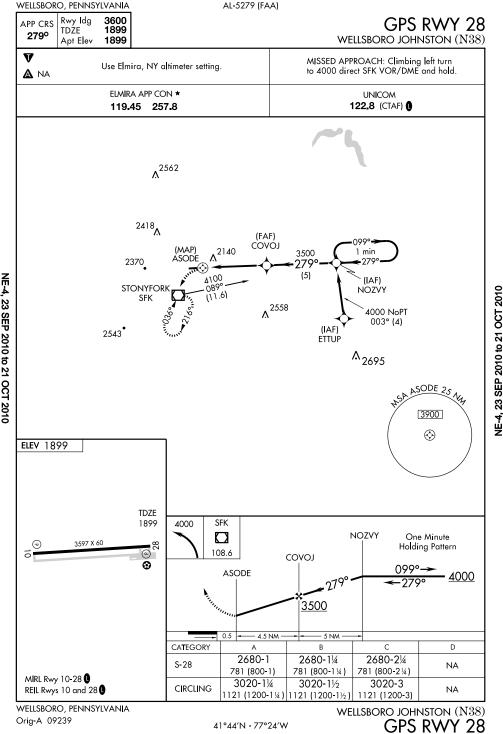
\$TONYFORK (L) VOR/DME 108.6 SFK Chan 23 N41°41.72′ W77°25.19′ 036° 2.2 NM to fld. 1985/08W. WELLSVILLE

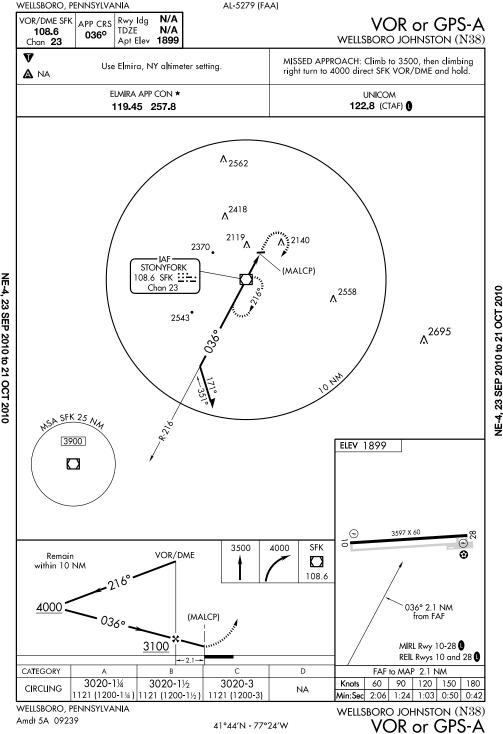
KAMPEL 2 W UTC-5(-4DT) N40°02.91' W76°58.68' S1 FUEL 100LL NOTAM FILE IPT

RWY 05-23: 2500X100 (TURF) RWY 05. Tank RWY 23: Thid dspicd 300'. Trees.

COMM/NAV/WEATHER REMARKS: For pickup clearance TE 800-932-0712

AIRPORT REMARKS: Attended Apr-Nov Mon-Sat 1300-2200Z±. Arpt CLOSED to transient acft Dec-Mar. Rwy 05-23 marked with yellow cones. Rwy 23 dsplcd thlds marked with 2 yellow cones each side of rwy. COMMUNICATIONS: CTAF 122 9





(OON) 3 NE UTC-5(-4DT) N39°59.41′ W75°34.92′

FUEL 100LL, JET A TPA-1501(1035) NOTAM FILE IPT

#### **WEST CHESTER** BRANDYWINE

466 B

RWY 09: Thid dspicd 125', Trees, Rgt tfc.

RWY 27: PAPI(P2L)—GA 3.0° TCH 15'. Thid dsplcd 250'. Trees.

RWY 09-27: H3347X50 (ASPH) S-10 LIRL

AIRPORT REMARKS: Attended 1300-2200Z‡. For svc after hrs ctc 484-832-3476. Birds and deer on and invof arpt. Tfc departing Rwy 27 turn right 10° until reaching 1200' MSL to avoid mansion left and homes right. ACTIVATE rotating bcn—CTAF, ACTIVATE LIRL

Rwy 09-27, PAPI Rwy 27-CTAF, Ldg fee commercial ops only. WEATHER DATA SOURCES: AWOS-3 121.4 (610) 692-6190. COMMUNICATIONS: CTAF/UNICOM 123 075 (R) PHILADELPHIA APP/DEP CON 124.35 CLNC DEL 125.6 TF

800-354-9884 RADIO AIDS TO NAVIGATION: NOTAM FILE IPT

MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08' W75°40.25' 052° 6.0 NM to fld. 474/09W. HIWAS.

WILKES-BARRE N41°16.37′ W75°41.37′ NOTAM FILE AVP.

NEW YORK

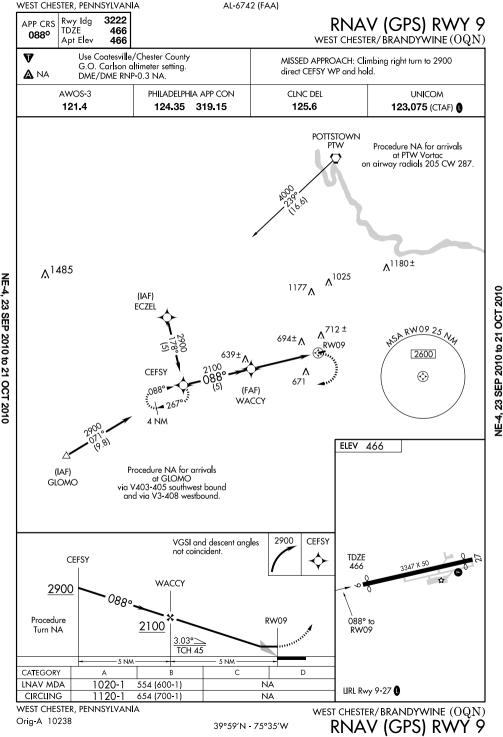
WASHINGTON

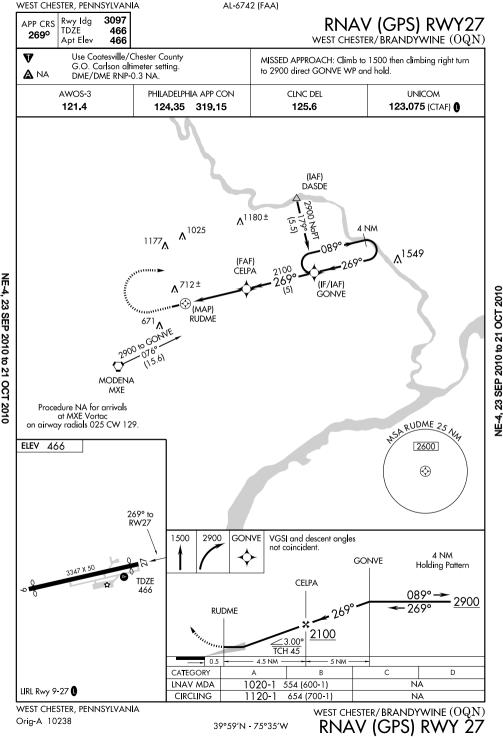
L-34G. A

(L) VORTAC 111.6 LVZ Chan 53 349° 4.2 NM to Wilkes-Barre/Scranton Intl. 2120/10W.

VOR portion unusable 290°-305° byd 15 NM blo 6000'. RCO 122 6 122 2 (LEESBURG RADIO)

H-10I, 12J, L-30K, 33A, 34H

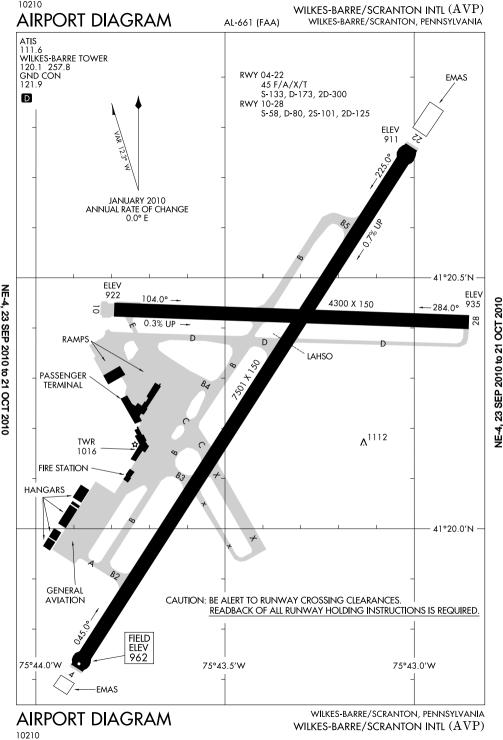




WEST CHESTER, PENNSYLVANIA AL-6742 (FAA) VORTAC MXE APP CRS N/A Rwy Idg VOR-A 113.2 TDŹE N/A 052° WEST CHESTER/BRANDYWINE (OQN)Apt Elev 466 Chan **79** V MISSED APPROACH: Climbing left turn to 2000 Use Coatesville/Chester County G.O. Carlson altimeter setting. direct MXE VORTAC and hold. A NA AWOS-3 PHILADELPHIA APP CON CLNC DEL UNICOM 121.4 124.35 319,15 125.6 123.075 (CTAF) 1 Λ 1359 ∧<sup>1180±</sup> 1025 1177 Λ 684 ± IAF MODENA 113.2 MXE = ... Chan 79 NE-4, 23 SEP 2010 to 21 OCT 2010 MSA MXE 25 Ny 2600 2709 2100 360° 10 MM ELEV 466 3347 X 50 2000 MXE VORTAC One Minute Holding Pattern 113.2 052° 5.7 NM from FAF 2000 LIRL Rwy 9-27 🗓 FAF to MAP 5.7 NM 5.7 NM CATEGORY С D Knots 60 90 120 150 180 CIRCLING 1120-1 654 (700-1) Min:Sec 5:42 3:48 2:51 2:17 1:54 NA WEST CHESTER, PENNSYLVANIA WEST CHESTER/BRANDYWINE (OQN)Amdt 3 09295

NE-4, 23 SEP 2010 to 21 OCT 2010

39°59'N - 75°35'W



#### **PENNSYI VANIA**

WII KES\_RARRE/SCRANTON INTI (AVP) 5 SW HTC-5(-4DT) N41°20 31' W75°43 40' NEW YORK S4 FIIFI 100LL IFT A 0X 2 4 LRA Class L ARFF Index B H-101 121 1-30K 33A NOTAM FILE AVP ΙΔΡ ΔΠ RWY 04-22: H7501X150 (ASPH-GRVD) S-133 D-173 2D-300 PCN 45 F/A/X/T HIRI 0.7% up SW RWY NA: MALSE PAPI(PAR)-GA 3 0° TCH 65' RWY 22: REIL VASI(V41)—GA 3 0°TCH 54' Tower Ret tfc RWY 10-28: H4300X150 (ASPH-GRVD) S-58 D-80 2S-101 2D-125 MIRI 0.3% un F 4300 X 150 RWY 10. RFII Ret tfc RWY 28. RFII Trees Rgt tfc a I AND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVRI PWA UV 10\_28 4700 RIINWAY DECLARED DISTANCE INFORMATION LDA-7501 RWY N4-TORA-7501 TODA-7501 ASDA-7501 RWY 10-TORA-4300 TODA-4300 ASDA-4300 I DA-4300 RWY 22-TORA-7501 TODA-7501 ASDA-7501 LDΔ-7501 RWY 28-LDA-4300 TORA-4300 TODA-4300 ASDA-4300 03 03 OS ARRESTING GFAR/SYSTEM G G G RWY NA. FMAS

RWY 22. FMAS AIRPORT REMARKS: Attended continuously, Deer and birds on and invof arpt, Rwy 10 CLOSED for Idgs, Rwy 04-22

NSTD safety area each end less than 1000'. Rwy 04 departure end Runway Safety Area = 400'. Rwy 04-22 precipitous drop-off each rwy end. First 1500' Rwy 10 not visible from twr. Unlighted twr 1130' 1.3 miles east

AER 28: unlighted twr 1463' 1.7 miles east AER 28, unlighted twr 1652' 2.4 miles east AER 28, Rwy 28 unletd high terrain trees, 1155 ft MSL .91 miles E AER 28, 1463 ft MSL 1.49 miles east-southeast AER 28, 1667 ft MSL 2.25 miles east AER 28. 1920 ft MSL 2.84 miles E AER 28. Western 1/3 of Twy D not visible from twr. Twy E not visible from twr. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (570) 457-3111.

COMMUNICATIONS: ATIS 111 6 **IINICOM** 122 95

RCO 122.6 122.2 (WILLIAMSPORT RADIO)

R APP/DEP CON 124.5 (280°-100°) 126.3 (101°-279°) **TOWER** 120 1 GND CON 121 9

AIRSPACE: TRSA svc ctc APP CON within 20 NM

RADIO AIDS TO NAVIGATION: NOTAM FILE AVE

(L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 349° 4.2 NM to fld. 2120/10W.

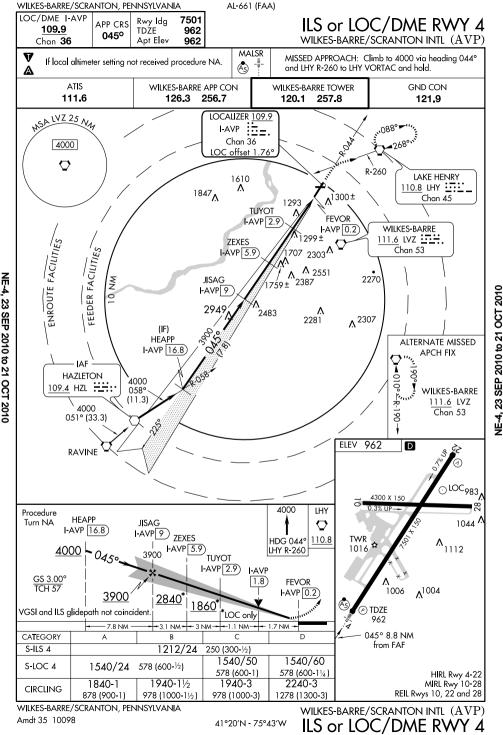
CRYSTAL LAKE NDB (MHW) 410 CYE N41°12.62′ W75°49.91′ 044° 9.1 NM to fld. NDB unusable bvd 15 NM.

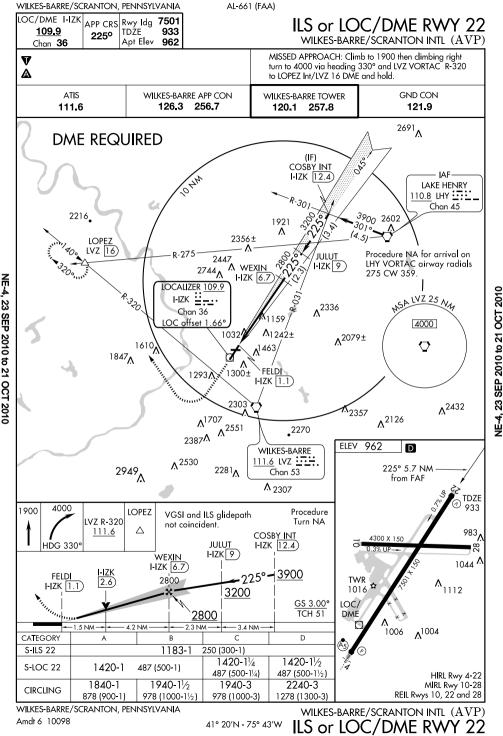
BARTY NDB (LOM) 257 AV N41°16.61′ W75°46.54′

044° 4.4 NM to fld. Unusable byd 10 NM.

ILS/DME 109.9 I-AVP Chan 36 Rwy 04. LOM BARTY NDB, BARTY OM unusable byd 10 NM.

IIS/DMF 109 9 I-I7K Chan 36 Rwv 22. Localizer unusable bvd 30° left side of course. DME also serves ILS Rwy 04.





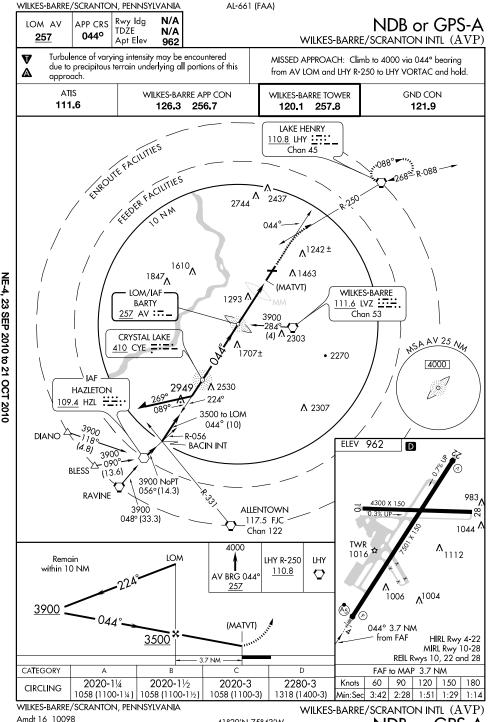
### LAND AND HOLD SHORT OPERATIONS (LAHSO)

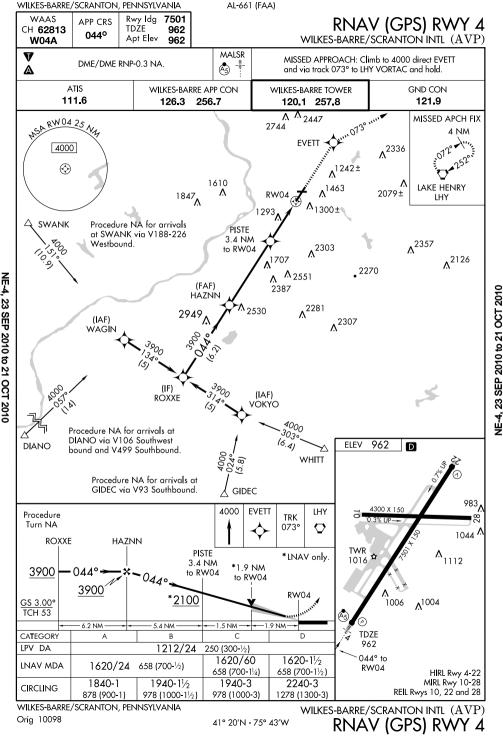
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

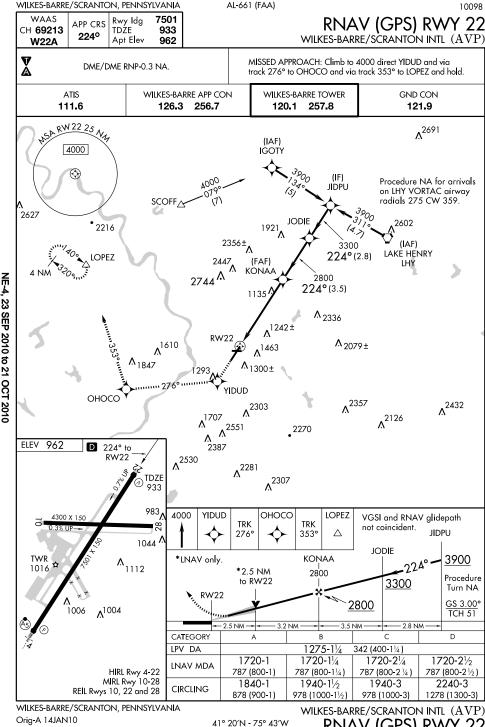
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

The Aeronautical information Manual Contains Sp	pecific details	on noid-short operations and	u markings.
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA LANCASTER (LNS)	26	13-31	5.190 feet
PHILADELPHIA, PA NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
PHILADELPHIA, PA	33	06-24	3,600 feet
PHILADELPHIA INTL (PHL)	09L 17	17-35 09L-27R	7,350 feet 4,400 feet
PITTSBURGH, PA			,
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA READING RGNL/CARL A. SPAATZ			
FIELD (RDG)	13 18	18-36 13-31	5,200 feet 3,050 feet
WILKES-BARRE/SCRANTON, PA	10	15-51	3,030 1881
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

23 SEP 2010 to 21 OCT 2010







ATIS 111.6

120.1 257.8 DEP CON

NE-4, 23 SEP 2010 to 21 OCT 2010

(N) 124.5 256.7

## SCRANTON FOUR DEPARTURE

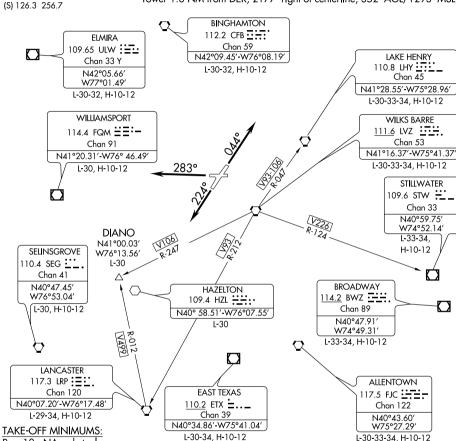
### WILKES-BARRE/SCRANTON INTL (AVP) WILKES-BARRE/SCRANTON, PENNSYLVANIA

NOTE: Chart not to scale.

GND CON TAKE-OFF OBSTACLE: 121.9 WILKES-BARRE TOWER

Rwy 4: Tree 5852' from DER, 1646' left of centerline, 73' AGL/1064' MSL. Tree 1.2 NM from DER, 172' right of centerline, 100' AGL/1119' MSL.

Rwy 22: Tree 1.4 NM from DER, 2577' left of centerline, 100' AGL/1279' MSL. Tower 1.8 NM from DER, 2177' right of centerline, 352' AGL/1293' MSL.



Rwv 10: NA - obstacles. Rwy 4: STANDARD with minimum climb of 221' per NM to 2700', ATC climb of 400' per NM to 2700'.

Rwy 22: STANDARD with minimum climb of 283' per NM to 3600'. Rwy 28: STANDARD with minimum climb of 263' per NM to 2100'.

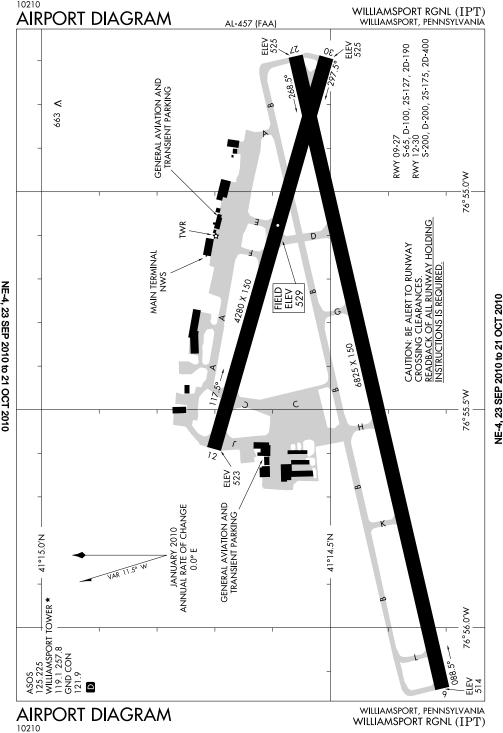
NOTE: RADAR REQUIRED

#### DEPARTURE ROUTE DESCRIPTION V

TAKE-OFF RUNWAY 4: Climb via heading 044° to 5000'. Thence. . . . TAKE-OFF RUNWAY 22: Climb via heading 224° to 5000'. Thence. . . . TAKE-OFF RUNWAY 28: Climb via heading 283° to 5000'. Thence. . . .

. . . . expect radar vectors to assigned route/fix and clearance to filed altitude/flight level ten minutes after departure.

## SCRANTON FOUR DEPARTURE (AVP4.AVP) 08213



NFW YORK

#### **PENNSYLVANIA**

# WILLIAMSPORT RGNL (IPT) 4 E UTC-5(-4DT) N41°14.50′ W76°55.31′

S4 FUEL 100LL, JET A OX 1 Class I, ARFF Index A NOTAM FILE IPT RWY 09-27: H6825X150 (ASPH-GRVD) S-65, D-100, 2S-127, 2D-190

H-10H, 12J, L-30J

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 49'. Trees.

RWY 27: MALSR, Railroad, Rgt tfc. RWY 12-30: H4280X150 (ASPH) S-200, D-200, 2S-175, 2D-400

MIRL

RWY 12: PAPI(P2L)-GA 3.75° TCH 45'. RWY 30: PAPI(P2L)-GA 4.0° TCH 41'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION RWY 09: TORA-6474 TODA-6474 ASDA-6474 LDA-6474

RWY 12: TORA-4280 TODA-4280 ASDA-4280 LDA-4280

RWY 27: TORA-6474 TODA-6474 ASDA-6474 LDA-6474 RWY 30: TORA-4280 TODA-4280 ASDA-4280 LDA-4280

AIRPORT REMARKS: Attended 1130-0330Z‡. After hours by prior coordination call 570-368-2651. Fuel and sycs avbl.

1030-0300Z‡, after hrs by prior coordination call 570-368-2651, Arpt CLOSED to banner towing ops. Twy J

CLOSED to acft with wing span over 78 ft. PPR 12 hours for unscheduled air carrier ops with more than 30 passenger seats 0400-1100Z<sup>±</sup> daily call arpt manager 570-368-2444 or

570-368-2446. Rwy 30 PAPI unusable byd 7° left side of course.

at east end or FBO apron. Ldg fee. WEATHER DATA SOURCES: ASOS 125.225 (570) 368-3420.

COMMUNICATIONS: CTAF 119.1 UNICOM 122.95 RCO 122.65 122.2 (WILLIAMSPORT RADIO)

RCO 122.1R 114.4T (WILLIAMSPORT RADIO)

(R) NEW YORK CENTER APP/DEP CON 124.9

TOWER 119.1 (1130-0330Z±) GND CON 121.9 AIRSPACE: CLASS D svc 1130-0330Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

(L) VOR/DME 114.4 FOM Chan 91 N41°20.31′ W76°46.49′ 238° 8.8 NM to fld. 2090/09W.

Rwy 27. LOC unusable byd 30° left of course. ILS 110.1 I-IPT

IAP. AD

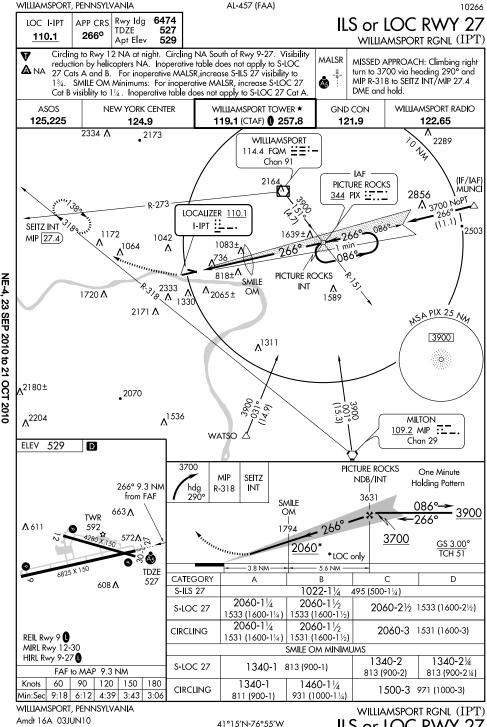
**9** 6825 X 150 C C C C CIC

Birds on and invof arpt especially AER 27. Unlighted crane 90' AGL .5 miles southeast AER 30 permanently. When twr closed ACTIVATE MALSR Rwy 27, HIRL Rwy 09-27, PAPI Rwy 09, Rwy 12, and Rwy 30 and twy lgts

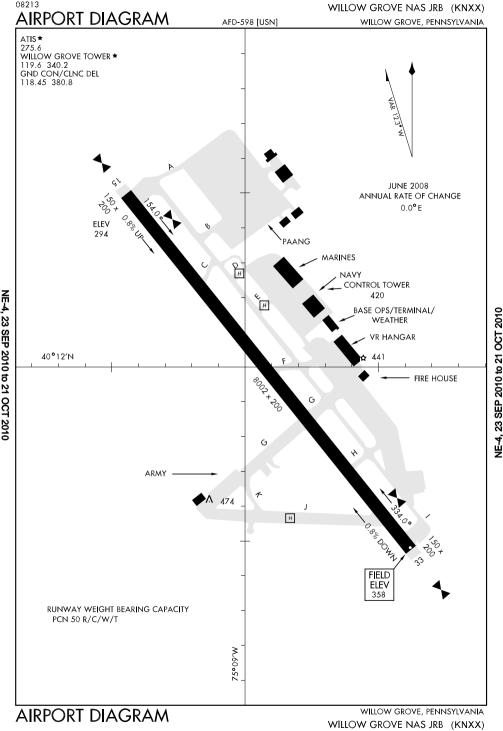
REIL Rwy 09—CTAF; MIRL Rwy 12-30 off. For landside access from arpt after hrs use computerized gate system

PICTURE ROCKS NDB (MHW) 344 PIX N41°16.61′ W76°42.61′ 267° 9.8 NM to fld.

COMM/NAV/WEATHER REMARKS: When twr clsd New York Center provides alno del on 124.9



23 SEP 2010 to 21 OCT 2010



#### WILLOW GROVE NAS IRB (NXX)(KNXX) N (AR ANG) 4 NW UTC-5(-4DT) NFW YORK H-10I, 12J, L-34G, A N40°11.99' W75°08.89' 358 B TPA—See Remarks NOTAM FILE PNE Not insp. DIAP. AD RWY 15-33: H8002X200 (PEM) PCN 50 R/C/W/T HIRL CL RWY 15: ALSF1. VASI(V4R). Rgt tfc. 0.8% up. RWY 33: MALSF. PAPI(P4R). 0.8% down. MILITARY SERVICE: LGT Opr SS-0400Z‡. JASU 9(GTC-85) 12(NC-8) 2(MA-1A) Ltd F4 starting capability. FUEL J8. No fuel avbl 0400-1200Z<sup>±</sup> daily, Priority fueling established for Reserve training Fri-Sun. FLUID SP PRESAIR: LOX 24 hr prior notice required 2100-12007±. OIL 0-133-156 TRAN ALERT Ltd tran svc avbl during normal

opr hrs. No hangar space. No fleet svc avbl. MILITARY REMARKS: Opr 1200-0400Z‡. See FLIP AP/1, Supplementary Arpt Remarks. RSTD PPR 24 hr prior notice from Navy Transient Line for all transient acft DSN 991-6215, C215-443-6215. In addition to the PPR, acft requiring parking on National Guard ramp contact 111th FighterWing Operations at DSN 991-1511. CAUTION Numerous civil acft opr to/from 2 civil arpts and 6 heliports within the Class D Airspace. Simultaneous helicopter opr conducted W of Rwv 15-33 at and blo 1200'. Bird hazard spring and fall. Tran heavy jet practice apch restricted.

TFC PAT TPA-Overhead pattern 1900(1542). NS ABTMT Fixed wing acft climb rwy heading to 2000' prior to any turns. MISC Tran acft requiring multiple apchs restricted to Mon-Sat 1300-0200Z‡; Sun 1700-0200Z‡. Arpt subject to no notice closure. Wx observation svc opr hr. ANG Tran acft to ANG ctc DSN 991-1511, C215-443-1511 COMMUNICATIONS: ATIS 275.6

(R) PHILADELPHIA APP/DEP CON 123.8 291.7 325.2X TOWER 119.6 340.2 (1200-0400Z±) GND CON 118.45 380.8 CINC DEL 118 45 380 8 PMSV MFTRO 344 6 (Opr 24 hrs) ANG OPS 343.0 46.85 BASE OPS 306.8 AR 143.02 226.5 34.55

AIRSPACE: CLASS D svc 1200-0400Z tother times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE PNE (T) TACAN Chan 61 NXX (133.4) N40°11.67′ W75°08.78′ at fld. 357/10W. TACAN opr and monitored

1200-0400Z±.

TACAN unusable: 010-030° at and blo 4.500' bvd 15 NM 260°-280° at and blo 4.500' bvd 15 NM

070°-090° at and blo 4.500′ bvd 15 NM

No-NOTAM PAR MP Mon 1300-21007±.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima

WINGS FLD (See PHILADELPHIA)

W.P.H.S. HELIPORT (See MOUNT PLEASANT)

YARDLEY N40°15.20′ W74°54.46′ NOTAM FILE IPT

NEW YORK

(L) VOR/DME 108.2 ARD Chan 19 082° 4.5 NM to Trenton Mercer, NJ. 300/10W. H-10I, L-34G, A VOR portion unusable:

178° bvd 5 NM 266°-280° bvd 10 NM

230°-238° byd 8 NM blo 3000' 281°-300° byd 17 NM blo 3000′

250°-265° byd 17 NM blo 2500' 300°-353° byd 35 NM blo 3000' DME portion unusable:

178° bvd 5 NM 225°-275° byd 30 NM blo 5000' 230°-238° bvd 8 NM blo 3000′ 25°-275° bvd 15 NM blo 2400'

SEA ISLE 114.8 SIE :: ' Chan 95 N39°05.73′-W74°48.02′

## CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA PHILADELPHIA APP CON **◆**TRENTON MERCER 126.6 317.55 WILLOW GROVE PHILADELPHIA INTL ATIS NAS JRB ARR 133.4 0 CEDAR LAKE NORTHEAST PHILADELPHIA ATIS 115.2 VCN **∷:=**• TRENTON MERCER ATIS Chan 99 NORTHEAST N39°32.26′-W74°58.03′ CHESTER COUNTY PHILADELPHIA NAS WILLOW GROVE ATIS★ G.O. CARLSON 275.6 TURBOJET VERTICAL NAVAGATION PLANNING PHILADELPHIA NEW CASTLE ATIS INTL 123.95 INFORMATION Aircraft landing PHL expect ◈ to cross VCN at 8000'. R-121 1900 **NEW CASTLE** 301 1900 R-101 210K) 281° ≠∆ BRIGS WOODSTOWN (38)112.8 OOD **===** N39°31.41′ W74°08.33′ Chan 75 L-34 N39°38.16′-W75°18.18′ H-10-12

**RADDS** N38°38.91' W75°05.31′ SNOW HILL 112.4 SWL ::-Chan 71 N38°03.40′-W75°27.84′ L-36, H-10-12 NOTE: Chart not to scale. BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to

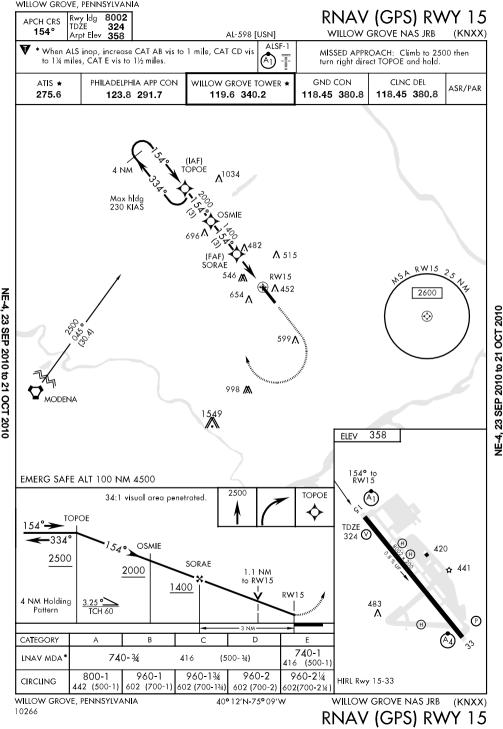
VCN VORTAC. Thence. SNOW HILL TRANSITION (SWL VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC, Thence,

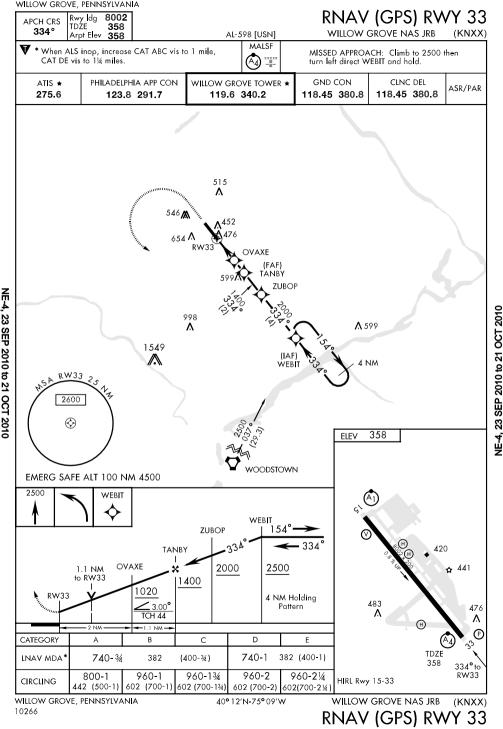
.From over VCN VORTAC:

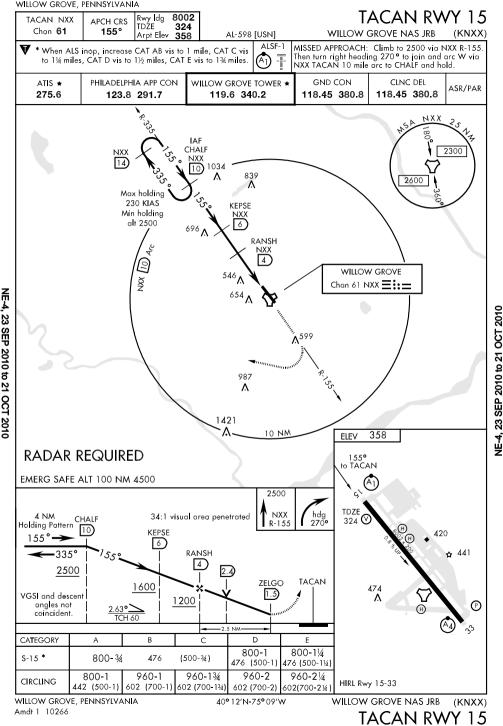
Turbojets expect radar vectors to final approach course. Non-Turbojets continue via the VCN R-301 and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

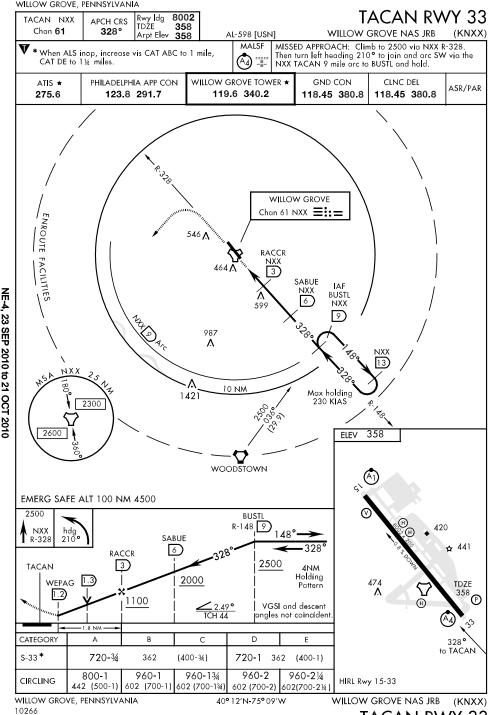
# CEDAR LAKE EIGHT ARRIVAL

(HEDGE.DPNT4) 08101 ST-320 (FAA) )UR **ARRIVAL** PHILADELPHIA, PENNSYLVANIA 14.8 SIE ::: 15.2 VCN |::||-108.6 ACY =:=: SEA ISLE Chan 95 12.6 ATR 듬 CEDAR LAKE ATLANTIC CITY WATERLOO Chan 99 Chan 73 **IRENTON** Chan 23 PHILADELPHIA NORTHEAST 11.4 ENO ::-SMYRNA Chan 51 112.4 SWL :=: R-270 -SNOW HILL PHILADELPHIA Chan 71 R-276 WILLOW GROVE R-265 -**LAVIGATION PLANNING** 8.34b Expect clearance to cross 0 N38°41.67′-W76°01.37′ **FURBOJET VERTICAL INFORMATION** (8) 510K (23) at 13,000' GARED 961 <u>-</u>-(E1) CHESTER COUNTY Ó NAVIGATION PLANNING G.O. CARLSON at 10,000' and 250 Kts. Expect clearing to cross 439°26.73'-W75°38.00' W75°40.68' N39°03.67" **TURBOJET VERTICAL** DUPONT CANNY **NFORWATION** E (4) (6) N38°53.54′ W75°50.24′ HEDGE NE-4, 23 SEP 2010 to 21 OCT 2010 . (OE) 000p From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 085° (35) FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to 17.6 PXT ===== BAL ::: Chan 98 .34-36, H-10-12 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . BALTIMORE W76°24.01′ N38°17.27′ PATUXENT Chan 123 OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . 115.1 BAL INT. Expect radar vectors to final approach course prior to TERRI INT. NAVIGATION PLANNING N38°42.35′-W76°44.68′ Expect clearing to cross N38°51.29′-W76°01.41 TURBOJET VERTICAL 0000 NOTINGHAM INFORMATION at 15,000'. Chan 84 13.7 OTT **IAYBO** . 090 18,000 9 NOTE: Chart not to scale. TURBOJET AIRCRAFT only NOTE: PXT transition as assigned N38°00.81′-W78°09.18′ N37°31.71′-W77°49.69′ Chan 80 NORTHEAST PHILADELPHIA ATIS NOTE: STAR applicable to L 34-36, H 10-12 GORDONSVILLE : : NAS WILLOW GROVE ATIS ★ Chan 103 HEDGE INT. Thence. . . L-36, H-10-12 by ATC only. 15.6 GVE FLAT ROCK 13.3 FAK PHILADELPHIA APP CON PHILADELPHIA INTL ATIS TRENTON MERCER ATIS 126.6 317.55 ARR 133.4 126.775 121.15 PHILADELPHIA, RRIVAI **PENNSYLVANIA** 

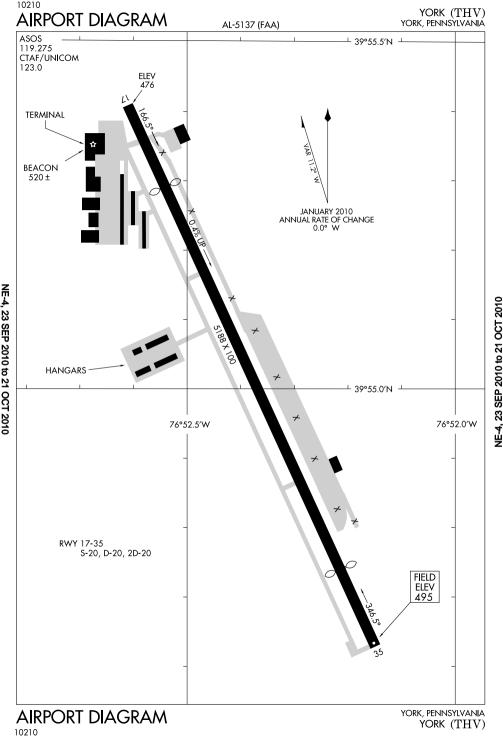








TACAN RWY 33



IAP. AD

DETROIT

WASHINGTON H-10H. 12I. L-29E. 34F. A

#### **PENNSYLVANIA**

YNRK (THV) 7 SW UTC-5(-4DT) N39°55.02′ W76°52.38′ 495 **S4** FUEL 100LL, JET A OX 3 NOTAM FILE THV

RWY 17-35: H5188X100 (ASPH) S-20, D-20, 2D-20 MIRL 0.4% up SE. RWY 17: REIL, PAPI(P4L)—GA 4.5° TCH 20', Thid dsplcd 794', Pole.

RWY 35: REIL, PAPI(P4L)—GA 3.75° TCH 23', Thid dsplcd 739'.

Pole.

AIRPORT REMARKS: Attended May-Sep 1100-0100Z±, Oct-Apr 1200-2300Z±. Twy clsd to acft with wingspan over 60'. Rwy 35 lgtd obstruction pole within 60' of controlling obstruction. Ldg fee. WEATHER DATA SOURCES: ASOS 119.275 (717) 792-5529.

COMMUNICATIONS: CTAF/UNICOM 123 O (R) HARRISRIIRG APP/DEP CON. 124.1 CLNC DEL 121.65

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.

HARRISRIEG (I) VORTAC 112.5 HAR Chan 72 N40°18.13'

W77°04.17' 169° 24.8 NM to fld. 1301/10W.

NDB (MHW) 254 EUD N39°55.20' W76°52.65' at fld. NOTAM FILE THV.

ZELIENOPLE MUNI (PJC) 1 W UTC-5(-4DT) N40°48.12′ W80°09.65′ B S2 FUEL 100LL, JET A OX 2, 3 NOTAM FILE AOO

RWY 17-35: H4933X75 (ASPH) MIRL

RWY 17: REIL. Thid dspicd 551'. Pole. RWY 35: REIL. Thid dsplcd 282', Building.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-4241 TODA-5056 ASDA-4932 LDA-4382 RWY 35-TORA-4932 TODA-4932 ASDA-4632

LDA-4352 AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z‡. For attendant

Sat-Sun call 724-452-4719. Deer and geese on and invof rwy. Rwv 17 has +78' lgtd power pole on hill. Rwv 17-35 transverse crack near Twy A2. Rwy 35 missing thld marking other markings faded. Twy Igts to hangar area only. Parallel twy marked with reflectors, MIRL Rwy 17-35 opr dusk-0300Z‡, after 0300Z‡

WEATHER DATA SOURCES: ASOS 118.45 (724) 452-5304. **COMMUNICATIONS: CTAF 122.9** 

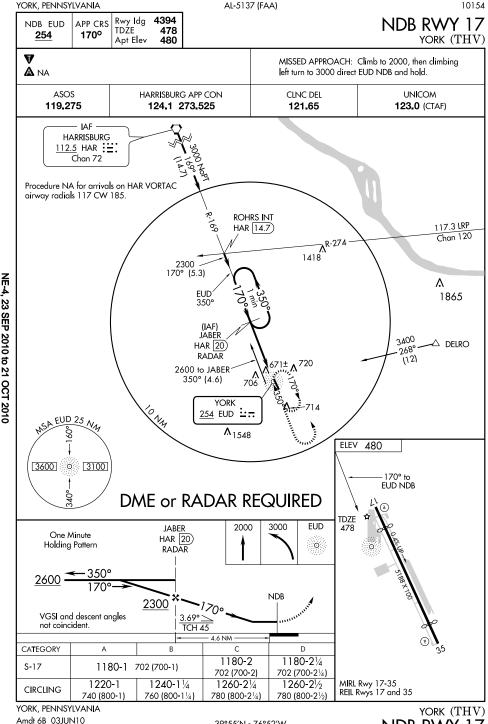
PITTSBURGH APP/DEP CON 124.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ACC

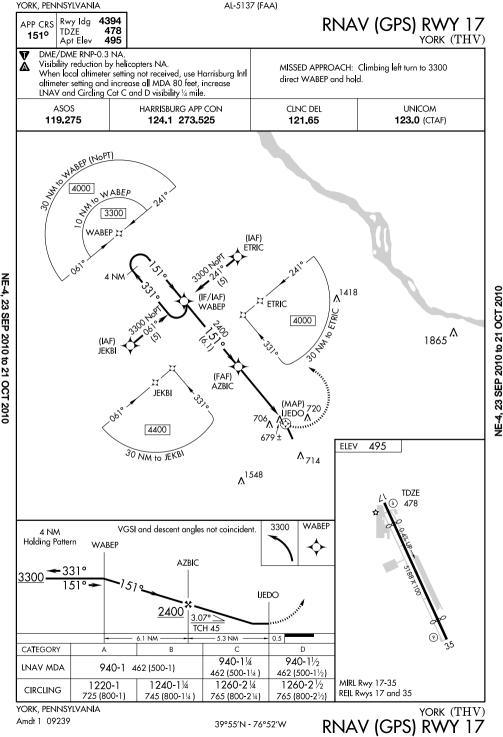
ACTIVATE MIRL Rwy 17-35-CTAF.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50' W80°12.69' 129° 2.7 NM to fld. 1227/08W.

L-29C IAP €3 Residentia Area ଫଫ

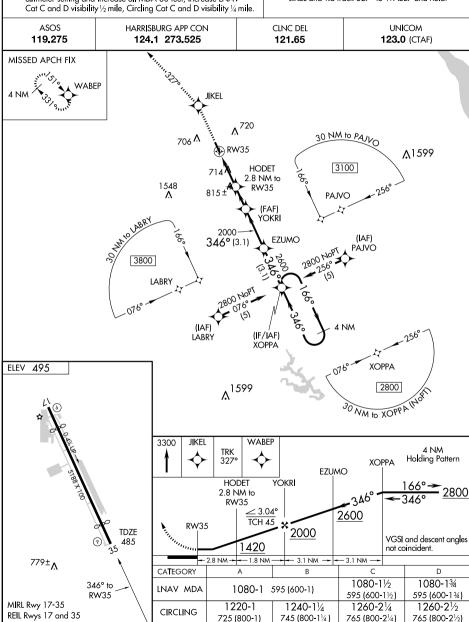


NDB RWY 17



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility 1/2 mile, Circling Cat C and D visibility 1/4 mile.

MISSED APPROACH: Climb to 3300 direct JIKEL and via track 327° to WABEP and hold.



YORK, PENNSYLVANIA Orig 09239

23 SEP 2010 to 21 OCT 2010

YORK (THV) RNAV (GPS) RWY 35

DETROIT

L-29C

WASHINGTON

#### **PENNSYLVANIA**

YNRK (THV) 7 SW UTC-5(-4DT) N39°55.02′ W76°52.38′ 495 **S4** FUEL 100LL, JET A OX 3 NOTAM FILE THV

RWY 17-35: H5188X100 (ASPH) S-20, D-20, 2D-20

MIRL 0.4% up SE. RWY 17: REIL, PAPI(P4L)—GA 4.5° TCH 20', Thid dsplcd 794', Pole.

LDA-4382

H-10H. 12I. L-29E. 34F. A IAP. AD

AIRPORT REMARKS: Attended May-Sep 1100-0100Z±, Oct-Apr 1200-2300Z±. Twy clsd to acft with wingspan over 60'. Rwy 35 lgtd obstruction pole within 60' of controlling obstruction. Ldg fee. WEATHER DATA SOURCES: ASOS 119.275 (717) 792-5529. COMMUNICATIONS: CTAF/UNICOM 123 O

RWY 35: REIL, PAPI(P4L)—GA 3.75° TCH 23', Thid dsplcd 739'.

(R) HARRISRIIRG APP/DEP CON. 124.1 CLNC DEL 121.65

Pole.

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.

HARRISRIEG (I) VORTAC 112.5 HAR Chan 72 N40°18.13'

W77°04.17' 169° 24.8 NM to fld. 1301/10W. NDB (MHW) 254 EUD N39°55.20' W76°52.65' at fld. NOTAM FILE THV.

(PJC) 1 W UTC-5(-4DT) N40°48.12′ W80°09.65′

ZELIENOPLE MUNI B S2 FUEL 100LL, JET A OX 2, 3 NOTAM FILE AOO

RWY 17-35: H4933X75 (ASPH) MIRL

RWY 17: REIL. Thid dspicd 551'. Pole. RWY 35: REIL. Thid dsplcd 282', Building.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-4241 TODA-5056 ASDA-4932

RWY 35-TORA-4932 TODA-4932 ASDA-4632 LDA-4352 AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z‡. For attendant

Sat-Sun call 724-452-4719. Deer and geese on and invof rwy. Rwv 17 has +78' lgtd power pole on hill. Rwv 17-35 transverse crack near Twy A2. Rwy 35 missing thld marking other markings faded. Twy Igts to hangar area only. Parallel twy marked with reflectors, MIRL Rwy 17-35 opr dusk-0300Z‡, after 0300Z‡

WEATHER DATA SOURCES: ASOS 118.45 (724) 452-5304. **COMMUNICATIONS: CTAF 122.9** 

PITTSBURGH APP/DEP CON 124.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ACC

ACTIVATE MIRL Rwy 17-35-CTAF.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50' W80°12.69' 129° 2.7 NM to fld. 1227/08W.

